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The Hongkong Telegraph

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DUNLOP
LOCAL BRANCH. Pedder Bldg.

PETITIONER'S CHARGES IN SHANGHAI SUIT.

BITTER HOSTILITY OF FESSENDEN.

MR. EDWARDS' CLAIM AGAINST S.M.C.

CRITICAL ARTICLE.

(Our Own Correspondent).

Shanghai, Mar. 14. Spirited passages occurred during the cross-examination of Mr. S. M. Edwards, when the first hearing of his claim against the Shanghai Municipal Council was taken in the Council Chamber yesterday afternoon, when Mr. J. Van Houtte, the Consul General for Belgium, presided over the Court of Consuls.

Mr. Edwards is claiming \$5,000 as damages for breach of agreement, plus pay to the end of his agreement, which expires in September, 1932, and passage money.

The case is attracting considerable interest in Shanghai where public sympathy generally appears to be with the petitioner.

Insinuations.

In some spirited exchanges between Mr. Edwards and counsel for the S.M.C., Mr. Edwards alluded to Mr. Fessenden, the Director-General (who is absorbing the position of Secretary) as being bitterly hostile to him.

He also expressed surprise at the attention paid to insinuations regarding his competency at Council meetings at which he was neither present nor represented.

Petitioner ascribed his suspension from duty, without prejudice, as being indirectly due to an article which appeared in the *Shanghai* in March 1929 in connection with Mr. Fessenden's acceptance of the newly-created post of Director-General.

Mr. Fessenden's Belief.

Mr. Fessenden thought that the petitioner was responsible for the criticism expressed in the article, and wrote to him to that effect at that time.

Petitioner claimed that the notice of the termination of his agreement was a breach of the warranty given by the Council's London agents. The respondents had always held that their service was a permanent one.

The Council had not shown or attempted to show good cause for their decision to terminate Mr. Edwards' appointment.

Position Untenable.

By reason of the Council's action, Mr. Edwards' position had been rendered untenable. He was unable properly or adequately to carry out his duties as he was entitled to do. Further, by permitting their decision to become known by subordinates, the public and the Press, the Council had caused him to suffer loss, damage and injury to his reputation and prospects.

He claimed the terms to which he was entitled under his agreement, also \$5,000 damages and costs.

Council's Answer.

The respondents denied that their agents gave the alleged warranty of permanency of service, or, if they did so, they had no authority.

LABOUR MINISTRY CHANGES.

MR. HENRY SNELL RAISED TO PEERAGE.

ONCE A FARM WORKER.

London, Mar. 13.

His Majesty the King has approved the appointment of Lord Ponsonby to be Chancellor of the Duchy of Lancaster, in succession to Major Attlee, who has gone to the Post Office, as Postmaster-General.

Mr. Henry Snell, a member of the Imperial Economic Committee, has been appointed Under-Secretary of State for India, in succession to the late Earl Russell.

Mr. John Allen Parkinson, a Government Whip, Labour M.P. for Wigan, becomes Parliamentary Secretary to the Ministry of Transport in succession to Lord Ponsonby.

The King has conferred a barony upon Mr. Snell, who is the son of an agricultural labourer, and who started life himself as an agricultural labourer. He was afterwards a groom, ferryman and potman; became clerk at the Nottingham Blind Institution, followed by nine years as Agent of the Woolwich and Nottingham Charity Organisation Societies.

He was then appointed secretary to the first Director of the London School of Economics, and afterwards Hutchinson Trust Lecturer to the Fabian Society. He has been Labour M.P. for East Woolwich, where a by-election becomes necessary, since 1922. He is a member of the Executive Committee of the Fabian Society and Chairman of the British Ethical Union.

OIL FIRMS TAKE A PLEDGE.

REDUCING IMPORTS INTO UNITED STATES.

Washington, Mar. 13.

A voluntary agreement between the Government and the most important oil importing companies, for the purpose of reducing oil imports by several million barrels yearly, is announced by Mr. Wilbur, the Secretary for the Interior, today.

The Home Secretary declined to state the exact number of barrels affected, but he said he had been advised that the Royal Shell and the Pan-American Petroleum Company would co-operate as much as possible.

The agreement is unwritten and consists merely of a pledge by the individual companies to do their best to curtail imports.—*Reuter's American Service.*

MR. LANG'S INTEREST REGULATION.

N.S.W. GOVERNMENT'S PLAN OUTLINED.

Sydney, Mar. 13.

The New South Wales Government has published plans for the regulation of interest rates.

The chief features of the scheme are the limitation of interest on Government borrowings to three per cent. and of private loans to five per cent.

Interest on bank deposits range from one and a half to three per cent., but the Government Savings Banks and the Crown are exempt from this condition.—*Reuter.*

or that, if it did, it was a breach of agreement.

They asked that the petition be dismissed with costs.

Rapid Promotion.

Mr. Edwards arrived in Shanghai in July 1923 and his agreement was entered into in August. In April 1924, under a new agreement, he was appointed Senior Assistant. In May, 1925, he was appointed Assistant Secretary, and in April of the following year, he was made acting Secretary, being appointed Secretary in October, 1926, at a monthly salary of Tls. 1,500.

The agreement regarding the Secretaryship was renewed in December, 1929.

The hearing was adjourned until

AIR MYSTERY CLEARED UP.

FRENCHMEN LAND AT MACAO.

WERE WITHIN HALF AN HOUR OF HONGKONG.

ARRIVE TO-DAY.

The mystery of the non-arrival in Hongkong yesterday of the two French military aviators, Burtin and Moench, who left Hanoi with Kai Tack Aerodrome as their destination at eleven o'clock yesterday morning, has been cleared up by the *Telegraph's* Macao correspondent.

A cable from our correspondent received this morning states: "A French Farman monoplane, with two aviators aboard, landed at Macao last evening, in the course of a flight to Tokyo from Paris. They informed me that they are hopping off for Hongkong this morning."

Bad Weather.

It seems clear now that the weather conditions which were far from favourable to the flight caused an interruption when the aviators were within half an hour's flight of their destination.

Freshening head winds and poor visibility, combined with threats of a severe rainstorm, were experienced all the way from Hanoi, causing the aviators to take longer over the trip than was expected.

Belated Message.

Meanwhile, a belated Reuter message comes to hand from Hanoi announcing the arrival of Burtin and Moench in Indo-China, and adding that their total flying time since they took off from Paris on March 2, was only 77 hours.

They arrived in Hanoi on Thursday afternoon, and took off for Hongkong, after delaying two hours on account of the unfavourable conditions, yesterday morning.

It is probable that but for their aim of beating the record for the journey from Paris to Tokyo, west to east, they would not have started at all.

Aerodrome Speculation.

When they failed to arrive yesterday afternoon, there was much speculation among officials at Kai Tack. It was generally believed that they had found it expedient to stop over at Fort Bayard for the night owing to the foggy conditions, though the possibility of a mishap was not entirely ruled out.

Our report of their landing at Macao came as a considerable surprise.

Arrival in Hongkong.

Later.

The fliers landed at Kai Tack shortly before eleven o'clock this morning.

It is understood that owing to the prevailing bad weather conditions, the next "hop" (to Shanghai) will not be attempted to-day.

We are informed that they are making use of Shell aviation spirit during their flight.

UNITED STATES AND NAVAL TREATY.

SIGNATURE NOT REGARDED AS NECESSARY.

Washington, Mar. 13.

Mr. H. L. Stimson, the Secretary of State, has given an official intimation to the effect that the United States may not sign the Anglo-Franco-Italian Naval Treaty.

Mr. Stimson declares that he sees no reason for the signature of the United States as the agreement was not of direct concern to America.—*Reuter's American Service.*

"SUI TAI" OPIUM SEIZURE.

HAUL OF NEARLY 2,000 TAEIS YESTERDAY.

FURTHER ARRESTS.

It was disclosed before Mr. Schofield at the Central Police Court this morning that the quantity of opium seized on board the s.s. *Sui Tai*, the Macao steamer, yesterday morning, amounted to 1,920 taels of the raw drug.

In connection with the seizure four further members of the crew were arrested and this morning brought before Mr. Schofield on charges of possession. The new defendants were Ng Sau, boat-swain, Lai Pul, fireman, Leung Lun, fireman, and Chang Hang, second engineer.

Messrs. Lo & Lo have been instructed to defend Lai Pul, while Mr. A. E. Hall represented Chan Hang.

His Worship remarked that the value of the opium was \$7,580.

Revenue Officer Ward, who appeared for the prosecution, asked for a remand for further enquiries, remarking that it was a big concern.

Mr. Hall applied for bail and his Worship intimated that it would be \$70,000, ten times the value of the opium.

R. O. Ward remarked that the prosecution would accept \$50,000 bail.

The defendants, together with a fifth, who appeared on remand, having been before his Worship yesterday in connection with the same affair, were remanded till Wednesday on \$50,000 bail.

LONDON TRANSPORT SERVICES.

HUGE AMALGAMATION PLAN OUTLINED.

London, Mar. 13.

It is estimated that £130,000,000 of capital is represented in transport undertakings, including the London Underground and other Metropolitan Railways, trams, buses and Thames ferries, which, according to a Bill presented to Parliament by the Transport Minister, Mr. Herbert Morrison, are to be co-ordinated under the London Passenger Transport Board to be appointed by the Minister.

The Bill provides that the Board, which will govern London traffic within a radius of twenty-five miles of Charing Cross, shall have power to secure adequate and properly co-ordinated passenger services; to abandon tramways, subject to the approval of the Minister and the provision of alternative facilities; to improve the facilities of the existing services; to provide transport undertakings in addition to those transferred to it; and to provide new routes.—*British Wireless.*

MR. WANG REFUSES INTERVIEW.

INDISCREET JAPANESE CORRESPONDENTS.

Nanking, Mar. 13.

It has been disclosed that Mr. C. T. Wang, Foreign Minister, has refused to grant Japanese newspaper representatives an interview on Sino-Japanese problems on the ground that representatives of a particular Japanese News Agency have incurred the displeasure of several Nationalist officials by the dissemination of false rumours.

The correspondents, belong to one of the well-known Japanese News Agencies operating in China, and in stating that he entertained no personal feeling against other Japanese correspondents who made their headquarters in Nanking, Mr. Wang said the Foreign Office would continue to give them every facility.

LORD STAMFORDHAM.

London, Mar. 13.

The progress of Lord Stamfordham, Private Secretary to the King, is more satisfactory, but slow. He passed a comfortable

SUDDEN DEATH OF THE LORD PRIVY SEAL.

CABINET MINISTER DROPS DEAD.

THE RT. HON. VERNON HARTSHORN.

A MINERS' LEADER.

London, Mar. 13.

The Rt. Hon. Vernon Hartshorn, P.C., Lord Privy Seal, dropped down dead at his home in Maesteg, Bridgend, Monmouthshire, this morning.

The report caused consternation in political circles as Mr. Hartshorn was only 58 years of age, and there had been no suspicion that he was in anything but the best of health.

His loss is a heavy blow to the Labour Cabinet, of which he was one of the most prominent figures, although he joined the Cabinet only last year, after the Simon Commission had presented its Report.

He was one of the Prime Minister's closest friends and best loved colleagues.

Later, in his capacity as Lord Privy Seal, he had been concentrating on the unemployment problem.

Second This Month.

He is the second member of the Labour Ministry to pass away since the beginning of March, the death of Earl Russell at Marseilles occurring ten days ago.

Mr. Vernon Hartshorn was born at Pontyvaun, Monmouthshire, in 1872, and became a miner in early boyhood as an underground worker.

In course of time, he became a clerk in the colliery company's office, a checkweighman, and a miners' agent. During the 1912 dispute, he was regarded as the directing mind of the men's leaders, being a brilliant negotiator and organiser.

War Service.

He was also regarded as one of the turbulent spirits of the South Wales coalfields, though he took a patriotic line during the war, and in the responsibilities of office on the Coal Controller's Advisory Committee he shed his predilection for short cuts and hot air.

He was awarded the O.B.E. for his services.

As a member of the South Wales Miners' Executive and of the National Executive of the Miners' Federation, he was a power in the dispute of 1920, though he resigned both positions when the strike was terminated.

Later, however, he was elected President of the South Wales Federation, a position which he held until his lamented death today. At Maesteg he brought the organisation of the district to a pitch of efficiency probably not excelled in any of the coalfields.

Leader of Men.

A real leader of men, he proved himself a speaker capable of commanding attention in the House of Commons soon after his election for Ogmore in 1918. It is claimed that it was he who killed the Government's Coal Profits Bill, his intimate knowledge of the industry, combined with a knack of presenting facts and figures making a great impression. His speech on the Coal Mining (Reorganisation) Bill in 1926, when he urged a round table conference, was described by an opponent as "the speech of a statesman."

Simon Commissioner.

In the Labour Government of 1924, he was appointed Postmaster-General. In 1927, he was appointed a member of the Simon Commission, as a Labour leader who had shown the keenest interest in Indian affairs, and he served with the Commission in India and England until the presentation of its remarkable report.

Bulls and Inners

From the Office Butts.

We hear of a Hongkong man who's thinking of taking a world tour in search of a wife. The first half of the idea is excellent. The second half is excellent. The third half is excellent. The fourth half is excellent. The fifth half is excellent. The sixth half is excellent. The seventh half is excellent. The eighth half is excellent. The ninth half is excellent. The tenth half is excellent. The eleventh half is excellent. The twelfth half is excellent. The thirteenth half is excellent. The fourteenth half is excellent. The fifteenth half is excellent. The sixteenth half is excellent. The seventeenth half is excellent. The eighteenth half is excellent. The nineteenth half is excellent. The twentieth half is excellent. The twenty-first half is excellent. The twenty-second half is excellent. The twenty-third half is excellent. The twenty-fourth half is excellent. The twenty-fifth half is excellent. The twenty-sixth half is excellent. The twenty-seventh half is excellent. The twenty-eighth half is excellent. The twenty-ninth half is excellent. The thirtieth half is excellent. The thirty-first half is excellent. The thirty-second half is excellent. The thirty-third half is excellent. The thirty-fourth half is excellent. The thirty-fifth half is excellent. The thirty-sixth half is excellent. The thirty-seventh half is excellent. The thirty-eighth half is excellent. The thirty-ninth half is excellent. The fortieth half is excellent. The forty-first half is excellent. The forty-second half is excellent. The forty-third half is excellent. The forty-fourth half is excellent. The forty-fifth half is excellent. The forty-sixth half is excellent. The forty-seventh half is excellent. The forty-eighth half is excellent. The forty-ninth half is excellent. The fiftieth half is excellent. The fifty-first half is excellent. The fifty-second half is excellent. The fifty-third half is excellent. The fifty-fourth half is excellent. The fifty-fifth half is excellent. The fifty-sixth half is excellent. The fifty-seventh half is excellent. The fifty-eighth half is excellent. The fifty-ninth half is excellent. The sixtieth half is excellent. The sixty-first half is excellent. The sixty-second half is excellent. The sixty-third half is excellent. The sixty-fourth half is excellent. The sixty-fifth half is excellent. The sixty-sixth half is excellent. The sixty-seventh half is excellent. The sixty-eighth half is excellent. The sixty-ninth half is excellent. The seventieth half is excellent. The seventy-first half is excellent. The seventy-second half is excellent. The seventy-third half is excellent. The seventy-fourth half is excellent. The seventy-fifth half is excellent. The seventy-sixth half is excellent. The seventy-seventh half is excellent. The seventy-eighth half is excellent. The seventy-ninth half is excellent. The eightieth half is excellent. The eighty-first half is excellent. The eighty-second half is excellent. The eighty-third half is excellent. The eighty-fourth half is excellent. The eighty-fifth half is excellent. The eighty-sixth half is excellent. The eighty-seventh half is excellent. The eighty-eighth half is excellent. The eighty-ninth half is excellent. The ninetieth half is excellent. The ninety-first half is excellent. The ninety-second half is excellent. The ninety-third half is excellent. The ninety-fourth half is excellent. The ninety-fifth half is excellent. The ninety-sixth half is excellent. The ninety-seventh half is excellent. The ninety-eighth half is excellent. The ninety-ninth half is excellent. The hundredth half is excellent.

"The adoption of a hyphen in a surname is usually sheer anarchy," says a writer. Dash it all!

Many a Hongkong man has found that cheap notoriety can be pretty expensive.

The Harvard student who threw a grapefruit at Rudy Vallee and missed, has been dismissed. The college seems justified in dealing thus severely with a man with no better aim in life.

Another infamous saying:—"Plenty of good seats on the second balcony."

The champion ash can roller of Massachusetts asked the New York Athletic Commission for permission to roll an ash can up Broadway. He wants to make his own great white way.

Victoria Gaol may be over-crowded, but, all the same, some of the prisoners do a long stretch, many's debt.

Some people are such bad bridge players that when they die it'll be found that they even revoked their wills.

One disadvantage to that railway France is building across the Sahara is that they will find it difficult to advertise its grand scenic route.

A Club is only as strong as its weakest drink.

New style pyjamas, a fashion note says, will be trimmed with sleigh bells. They should have a popular appeal!

Nothing exceeds like excess.

"Doctor's Car Stolen," says heading. As it was worth over \$2,000, we feel inclined to describe the theft as a major operation.

Another Infamous Saying:—"Well, here goes; the first to-day!"

"Scottish Howlers," says newspaper heading. Must be the bugles.

The Kowloon Residents' Association think the best interpretation of K.R.A. is "Kowloonites Rally Around!"

Some Conservatives evidently don't like the Gandhi Price!

One of the latest books published is entitled "The Glory of Speed." We imagine that it's not likely to make much of an appeal to Civil Servants.

Statistics just issued show that the consumption of water per head per day in Kowloon last month was 23.4 gallons, compared with 15.9 gallons in Hongkong. The question therefore arises whether it's a case of Hongkongites "taking it neat" or of Kowloonites being more partial to morning ablutions.

"Motor Notes," reads a newspaper heading. Yes, we hear too many of them in Hongkong.

In fact, a business man says he can hardly hear himself speak in his office when the lorries dash by. Tractors speak louder than words!

Wireless sets can now be bought by instalments. Radiowe?

Charlie Chaplin is coming to the Far East. Wonder if he'll see the joke in Hongkong's currency?

Under a spreading chestnut tree The village smithy stands. Since the old outfit crossed the sea, As the whole world under stands, And the guy that runs it, This place the smithy stands.

Which reminds us that S.P.C.A. appear to include goldfish in their activities, judging from a recent poster. They certainly have a hard row to hoe.

The local goldfish



"I consider kissing's unhealthy."

"Well, I've never been—"

"Kissed?"

"No—ill!"

[The recent fluctuation of the dollar is said to be due to Shanghai speculation.]

The poor man earns his daily bread

By constant toil and sweat of brow

And faces, too, the daily dread Of being "axed;" no ease, I trow, To fill his mind when toil is o'er So he can snatch an hour or more.

And for that constant task he gets A sum of dollars, hardly earned; And cannot waste it on big bets Or race-day suits—his old one 's turned! He faces silver's slump with grit; Half savings gone; well, what of it!

Then suddenly, to his surprise, There comes a day of brighter hue, The dollar shows a steady rise And lessens much the gloomy view.

Perhaps the tide has turned at last! Not vain the burdens of the past! But lo! 'Tis said the change is due To gambling in the money mart; And poor men may still learn to rue The work of those whose easy part It is, to play with precious stake, Nor reckon on the lives they break.

Another infamous saying:—"We didn't win at the races, but after all, the thrill of anticipating a big sweep is really the best part of it."

At least one absent-minded Peak lady forgot that the view is not always obscured by fog, when taking her morning bath.

The bright young things who were endeavouring to coin a cognomen for one of their number, the other evening, should have adopted "Goldfish." He appeared to be tanked!

Under a spreading chestnut tree The village smithy stands. Since the old outfit crossed the sea, As the whole world under stands, And the guy that runs it, This place the smithy stands.

Which reminds us that S.P.C.A. appear to include goldfish in their activities, judging from a recent poster. They certainly have a hard row to hoe.



OUR GRAND OPENING

SILKS

In December 1929, we opened a small Store in Hongkong firmly believing that by giving Honest Values, we could build up a prosperous business.

Since that Time our Business has Grown

and we are now happy to announce the expansion of our trade necessitating

THE OPENING

OF A NEW AND MODERN STORE

AT

King's Theatre Building.

HERE WILL BE FOUND THE PICK OF

THE SILK INDUSTRY.

The Very Newest Silk Fabrics in an Endless Variety of Colours and Designs.

We extend a very cordial invitation to all to visit Hongkong's New Silk Store.

The Taj Mahal
Silk Store

King's Theatre Building, D'Aguilar Street.

Opening Monday, March 16th.

TO-DAY'S WANTS.

25 WORDS \$1.50.
(\$2.00 if Not Prepaid.)
The following replies have been received:—
667, 671, 678, 685, 691, 695,
705, 709, 720, 722, 727, 729, 732,
733, 734, 737, 738, 759, 766, 769.

TUITION WANTED.

Well educated German wants lessons in French conversation from young French Lady. Please state fee. Write Box No. 770, "Hongkong Telegraph."

AGENTS WANTED.

AGENTS WANTED, either sex, to take orders for Private Christmas Cards. The largest Manufacturers in Great Britain give best value obtainable, and allow 50% (10/- in the £) from selling prices. Wonderful New Novelties. Free Sample Book early Summer. Write Now, Lammert Publishing Co., Dept. 193, Lammert, England.

SITUATIONS VACANT.

WANTED immediately for Malaya fully qualified and experienced European Reinforced Concrete Designer. Applicants must submit details of experience and training, stating salary required. Apply Box 769, "Hongkong Telegraph."

MISCELLANEOUS.

CHIROPODIST (Corn remover). Fully qualified. 10 years experience in Europe. Appointments made at the Tenter Beauty Parlour, Kowloon, Building, Tel. 22103. (Ground Floor).

HOUSES, ETC.

FOR SALE OR TO LET furnished electric house at Cheung Chau. Electric Light, large garden. Write Box No. 753, "Hongkong Telegraph."

APARTMENTS TO LET.

AIRLIE HOTEL—25-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

PREMISES TO LET.

TO LET—New FLATS with garages, situated at Nos. 75 and 75A, Wong Nei-Chung Road. All modern conveniences. Apply to Kwong Cheong Hong, No. 5, Kwong Yuen Street West, Tel. No. 20215.

CHURCH NOTICES.

To-morrow the Fourth Sunday in Lent.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, March 15, 1931. Fourth Sunday in Lent. (Rothering Sunday). Holy Communion, 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Preacher: Rev. V. Koop. Subject: "Is Christian Science Christianity?" Holy Communion 12.15 p.m. Lecture at 6.30 p.m. followed by discussion. Subject: "What of Sunday?" Lecturer: The Dean.

Union Church, Kennedy Road, Sunday, 15th March, 1931. Children's Sunday. Morning Service, Broadest, 11 a.m. Evening Service, 6 p.m. Preacher: Rev. E. G. Powell. Social Hour after Evening Service, Broadest at 8 p.m.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station, Sunday Service, 11.15 a.m. Subject "Substance." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.

NOTICE.

The Good Press Day will be celebrated at the Catholic Cathedral on Sunday, the 15th March. Morning Service: High Mass at 8 a.m. Afternoon Service: Rerogary, Sermon and Benediction at 4 p.m. The Band of the St. Louis Industrial School will be in attendance in the afternoon.

New Advertisements.

THE HONGKONG & SHANGHAI HOTELS, LIMITED.

(Incorporated in Hong Kong).

NOTICE IS HEREBY GIVEN that the Ordinary Yearly Meeting of Shareholders of The Hong Kong and Shanghai Hotels, Limited, will be held at the Registered Office of the Company (Exchange Building, Des Voeux Road Central, Hong Kong), on Thursday the 16th day of April, 1931, at 11.30 a.m. for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the year ended on the 31st December, 1930, confirming the appointment of a Director and re-electing a Director and the Auditors.

The Transfer Books of the Company will be closed from Wednesday, the 1st April, 1931, until Thursday, the 16th April 1931, both days inclusive.

By Order of the Board,

F. C. BARRY,

Hongkong, 25th February, 1931.

THE DAIRY FARM ICE & COLD STORAGE COMPANY, LTD.

NOTICE TO SHAREHOLDERS

Notice is hereby given that the Thirty-fifth Ordinary Yearly Meeting of the Shareholders in the Company will be held at the Company's Town Office 2 Lower Albert Road, on Wednesday, the 18th March, 1931 at Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts, declaring a Dividend and re-electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 7th to the 18th March 1931, both days inclusive.

By order of the Board of Directors,

J. D. THOMSON,

Hongkong, 27th February, 1931.

THE HONGKONG FIRE INSURANCE CO. LTD.

NOTICE TO SHAREHOLDERS.

The Sixty-second Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Thursday, the 25th March, 1931, at Noon, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended the 31st December, 1930.

The Share Register and Transfer Books will be closed from the 12th to the 26th March, 1931, both days inclusive.

JARDINE, MATHESON & COMPANY, LIMITED.

General Managers, The Hongkong Fire Insurance Co., Ltd., Hongkong, 5th March, 1931.

THE HONGKONG ELECTRIC CO., LTD.

Notice is hereby given that the Forty-second Ordinary Yearly Meeting will be held at the Company's Offices, P. and O. Building, on Wednesday, 18th March, 1931, at 11 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1930 and electing Directors and Auditors.

The Register of Members of the Company will be closed from 5th March, 1931 to 18th March, 1931, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,

GIBB, LIVINGSTON & CO., LTD.,

Agents.

A. S. WATSON & CO. LIMITED.

NOTICE IS HEREBY GIVEN that the Forty-sixth Annual Ordinary General Meeting of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on Monday, the 16th March, 1931, at 11.30 a.m., for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended 31st October, 1930.

The Register of Shares of the Company will be closed from Wednesday, the 11th day of March, to Tuesday, the 17th day of March, 1931, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors,

JOHN D. HUMPHREYS & SON,

General Managers, Hongkong, 5th March, 1931.

G. R.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 16th day of March, 1931, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Mong Kok Tsi, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in sq. feet	Annual Rental	Upset Price
Lot No. 2415	Kowloon Island, Between Kowloon Island and Fa Yuen Street.	100 feet by 100 feet	10,000	\$200	\$27,125

G. R.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 16th day of March, 1931, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Mong Kok Tsi, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in sq. feet	Annual Rental	Upset Price
Lot No. 2416	Kowloon Island, Between Kowloon Island and Fa Yuen Street.	100 feet by 100 feet	10,000	\$200	\$17,250

G. R.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 16th day of March, 1931, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Mong Kok Tsi, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in sq. feet	Annual Rental	Upset Price
Lot No. 2417	Kowloon Island, Between Kowloon Island and Fa Yuen Street.	100 feet by 100 feet	10,000	\$200	\$21,250

GREEN ISLAND CEMENT COMPANY, LTD.

NOTICE is hereby given that the 42nd Ordinary Annual Meeting of Shareholders will be held at the Offices of the Company, Exchange Building, Des Voeux Road Central, Victoria, Hongkong, on Wednesday, the 18th day of March, 1931, at 11.30 a.m., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 31st December, 1930.

The Transfer Books of the Company will be closed from Wednesday, 4th March, 1931, to Wednesday, 18th March, 1931, both days inclusive.

By order of the Board of Directors,

ALLAN KEITH,

Hongkong, 19th February, 1931.

G. R.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Monday, the 16th day of March, 1931, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of one Lot of Crown Land at Mong Kok Tsi, in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in sq. feet	Annual Rental	Upset Price
Lot No. 2418	Kowloon Island, Between Kowloon Island and Fa Yuen Street.	100 feet by 100 feet	10,000	\$200	\$21,250

NOTICE.

HONGKONG AUTOMOBILE ASSOCIATION.

The ANNUAL GENERAL MEETING will be held in the Board Room of Messrs. Jardine, Matheson & Co., Ltd., on FRIDAY the 20th MARCH, at 5.30 p.m.

By Order,

R. D. EVANS,

Hon. Secretary.

HONG KONG CLUB.

NOTICE.

The Third Yearly Drawing of 20 Debentures (1928 issue—\$500 each) of the Hong Kong Club, Payable on Wednesday, the 30th September, 1931, will be held in the Club House, at 11 o'clock, a.m., on Friday, the 20th March, 1931.

Bearers of Debentures are invited to attend the Drawing.

By order,

T. A. ROBERTSON,

Lieut. Col., Secretary.

Hongkong, 11th March, 1931.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

Notice is hereby given that the Forty-seventh Ordinary General Meeting of Shareholders in the above Company will be held at St. George's Building, Chater Road, Victoria, Hongkong, on Friday, the 27th March, 1931, at 11 o'clock a.m., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ended 31st December, 1930, and to transact the ordinary business of the Company.

The Transfer Books of the Company will be closed from Saturday, 14th March, 1931, until Friday, 27th March, 1931, both days inclusive.

By order of the Board of Directors, SHEWAN, TOMES & CO., General Managers.

Hongkong, 2nd March, 1931.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

Notice to Shareholders.

THE FORTY-FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, the 19th March, 1931, AT NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended 31st December, 1930.

The Transfer Books of the Company will be closed from Tuesday, the 10th March, 1931, to Thursday, the 19th March, 1931, both days inclusive.

By order of the Board of Directors,

F. H. CRAPNELL,

Secretary.

Hongkong, 2nd March, 1931.

CREDIT FONCIER D'EXTREME-ORIENT.

Mortgage Bank & Estate Agents.

"PEAK MANSIONS"

Prince Edward Road, Kowloon. Detached and Semi-detached villas. Modern construction with garage.

"Cambridge Buildings"

Flats with modern conveniences.

G. R.

Sealed Tenders will be received at the R. N. Hospital, until 10 a.m. on the 20th March, 1931, from persons desirous of supplying Beef, Mutton, Fowls, Pork, Bread, Cheese, Pure Cow's Milk, Ice, and other provisions, and necessaries for the year ending 31st March, 1932.

Printed Forms of Tender and further particulars can be obtained at the R. N. Hospital. The right to reject the lowest or any tender is reserved.

THOS. WM. MYLES,

Surgeon Captain, R.N. R. N. Hospital, Hongkong, 12th March, 1931.

ASSOCIATION OF SUBSCRIBERS of the

KOWLOON TONG BUILDING SCHEME.

NOTICE IS HEREBY GIVEN that a meeting of the Subscribers of the above Scheme and of all others who may be owners of houses comprised in the Kowloon Tong Building Scheme will be held at the Garden City Club, 119, Waterloo Road, Kowloon Tong, on Saturday, the 14th day of March, 1931, at 3 p.m. for the following purpose:—

- To receive a Report of the Settlement of all outstanding matters other than the Flush System, from the Committee.
- To receive from the Committee a Statement of Account in connection with the dispute between the Subscribers, the Kowloon Tong and New Territories Development Company, Limited and the Government and the settlement of the same.
- To authorise the Committee of the Association of Subscribers of the Kowloon Tong Building Scheme, to pay out of the surplus moneys now under their control, all legal and other expenses of the Committee in connection with the dispute between the Subscribers, the Kowloon Tong and New Territories Development Company, Limited and the Government and to distribute any sum which may then remain either amongst the Subscribers or otherwise deal with the same for the benefit of the Kowloon Tong area in such manner as the Meeting may determine.
- To authorise the Committee to sign on behalf of all Subscribers any Indemnity necessary to carry out the terms of settlement as provided by the terms of a letter written on behalf of the Government by the Colonial Secretary to Messrs. Johnson, Stokes and Master on behalf of the Subscribers and dated the 29th day of May, 1930.

Dated this 2nd day of March, 1931.

By order of the Committee,

H. F. UN,

Hon. Secretary.

HONG KONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A NEW CLASS for BEGINNERS in the Study of Colloquial CANTONESE will shortly be formed. Full particulars may be obtained from the undersigned.

M. F. KEY,

Secretary.

Hongkong, 11th March, 1931.

O. A. DINNER.

It is proposed to hold an Old Alleyman Dinner on Wednesday, March the 25th at 8.15 p.m. at Messrs. Lane Crawford & Company Limited's Restaurant. Will all O. A.'s wishing to attend send in their names to the undersigned.

S. E. Edgar.

P. O. Box No. 599.

METALS

of all kinds especially for ship-building and engineering work. Complete stock. Best Terms, immediate delivery.

SINGON & CO

ESTABLISHED A. D. 1930.

Telephone: 20818.

HING LUNG ST.

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Wednesday, the 18th March, 1931, commencing at 10.30 a.m.

at No. 8, Peak Mansion. A Quantity of Valuable Household Furniture.

On View from Tuesday, the 17th March, 1931.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

of the

VALUABLE LEASEHOLD

PROPERTY.

situate at

HO MUN TIN IN THE

DEPENDENCY OF KOWLOON

AND COLONY OF HONGKONG

and registered at the

Land Office as

Kowloon Inland Lot No. 1329,

together with the message

creations and buildings thereon

known as

No. 13, Liberty Avenue.

HO MUN TIN

to be sold

on Friday,

the 20th March, 1931,

at 3 o'clock p.m.

By Messrs. Lammert Bros.,

Auctioneers

at their Sales Room,

No. 4, Duddell Street.

For further particulars apply to

LAMMERT BROS.,

Auctioneers.

EX-MINISTERS SENT FOR TRIAL.

OUSTRIC COMMISSION'S DECISION.

Paris, Feb. 15.

The Oustric Commission has voted to send M. Raoul Perot, M. Rene Besnard, M. Gaston Vidal and M. Albert Favre, and, if necessary others, at present unnamed, before the High Court that is the Senate sitting in a judicial capacity.

All the four named are accused of acting contrary to their duty as public servants or of other corrupt practices.

M. Raoul Perot is a Senator who has held various Cabinet offices, including that of Minister of Justice, in the last Tardieu Cabinet, and was President of the Chamber of Deputies during the Parliament of 1920 to 1924.

M. Rene Besnard served for some years as French Ambassador in Rome, until recalled a couple of years ago.

Both men are Radical Socialists in politics and highly successful members of the Paris bar.

M. Gaston Vidal has been Deputy and Under-Secretary of State and was sporting editor of the Journal, and M. Albert Favre was a functionary, holding high rank before he left the civil service, first for Chamber and then for business.

It is presumed that the Chamber of Deputies will follow the decision of its commission and indict the accused before the High Court, but it seems at present uncertain whether the Senate will consent to try them. It can refuse and has done so in fairly recent cases.

There are at present two currents of opinion in the Senate: one among opponents of the accused, against trying them on the ground that excessive leniency will be shown to them by political supporters in the Senate; the other, among their friends, in favour of trying them on the ground that men condemned by the High Court can, like M. Caillaux and M. Malvy come back to public life, while there is no return after a condemnation at the assizes which would probably be the only alternative.

The decision of the Commission is, however, approved by most of the moderate Press. The case cannot be prepared to come before the Chamber for another month.

POST OFFICE NOTICE.

RADIO NOTICES.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this. Letters and postcards for Europe and South America are forwarded via Siberia if so superscribed.

INWARD MAILS.

From

Shanghai and Europe via Siberia

(London 23rd Feb.)

Shanghai and Swatow

U.S.A., Canada, Japan and Shanghai (Seattle 18th Feb.)

Calcutta and Straits

Shanghai and Amoy

Manila

Japan



Beautiful Switzerland sends you the best it produces

the wonderful "BEAR BRAND" milk. Right from the Emmenthal, the classic Swiss milk centre, "BEAR BRAND" is even more than Swiss milk, it is real Emmenthal milk.

Obtained from inspected cows only, scientifically sterilized at a model factory, it comes straight to you. A real health giving milk.

Science has achieved a great deal, yet nothing will ever replace the quality of the green crop which is grown on the pastures of the Emmenthal. It serves to produce "BEAR BRAND" milk and that is why there is no substitute for it.

BEAR BRAND
Natural Swiss Milk



A. B. MOULDER & CO. LTD.
CHINA BUILDING.
Sole Agents for South China.

Rolande Sarraute

Spring and Summer Hats Perfectly Remodeled to the Latest Fashion.

Pedder Building, 3rd floor.
Tel. 22252.

THE FEL X HAT SHOP
YORK BUILDING, NEXT TO MOUTRIE'S

For the Approaching Warm Weather
Two and Three Piece
Celanese Silk Costumes
ALL INDIVIDUAL STYLES

WANTED AT ONCE
MEN'S AND BOY'S CLOTHING,
SHOES, HATS, ETC.,
will be very gratefully received by the
HONGKONG BENEVOLENT SOCIETY
at its Room at the
CITY HALL
on
Mondays and Thursdays
from 10.30 a.m. to 12.10 noon.
Send us your old clothes

WOMEN'S WORLD

FOR OUR LADY READERS.

FASHION NOTES.

The New Silhouette.

There is no change in the silhouette. Belts are still placed rather high, sometimes running up slightly in the front, with blousing in the back. The tunia motif continues throughout the daytime models, but, to-day, it is often in the front only that the effect is given. It is quite short, or cut into slightly flared, or rounded sections, in a new way.

We see an indication of the revival of draped skirts, especially for evening, in the near future. Some evening skirts touch the floor, the newest ones are ankle-length, and these are particularly recommended to your attention, as they are the prettiest, and the easiest to wear.

There may be a train to a dress this season, but no one takes trains seriously.

Hem-lines are level for all times of day.

With regard to long skirts, they are either straight and Grecian in inspiration, or have the lines broken with frills and flounces in all directions, the bustle even being seen on some of the newest models.

As for waistlines, there is an indication of a different feeling in bodices. Instead of short, baby waists, the bodice is now often carried down on to the hips by inset sections, with belts, at the normal waistline, or on the hip-bone. The Empire waistline is sometimes seen, but, as this requires a very slender figure, few are the women who will dare to attempt it.

Of Artificial Silk.



The idea of choosing artificial silk marocain for an evening gown is "correct" as economical, especially when the marocain is in the new shade known as "vert-de-gris," and the frock is fashioned on rather severe lines.

TO-DAY'S RECIPE.

Tasty Savouries.

Cheese and Tomato Toast: Take a sufficient number of rounds of hot-buttered toast and spread with a paste made by mixing half a gill of grated cheese with three tablespoonfuls of cream, good seasonings and a dash each of cayenne and paprika. Take two medium-sized tomatoes, skin them and cut into slices. Put a slice on each round of toast and heat in the oven for five minutes, or until they are brown round the edges.

Cheese Canapés: Take some rounds of buttered toast, spread very thinly with made mustard and then very thickly with grated cheese. Sprinkle with salt and cayenne, and bake or grill until the cheese is melted. Serve with a few caners or rings of olive.

Fish Canapés: Chop half an onion and fry it with three tablespoonfuls of butter and three tablespoonfuls of chopped mushrooms, and then add two tablespoonfuls of flour and a gill of milk. When the mixture thickens add a cupful of flaked cooked haddock, two tablespoonfuls of grated cheese and the beaten yolks of two eggs. Season well, heap on rounds of toast, sprinkle with grated cheese and bread-crumbs and add dabs of butter, and bake until brown.

JEWELLED BUTTONS.

A smart little formal afternoon dress of rich green velvet has a cute double-breasted bodice, with lace at the neck, that is ornamented with four gleaming gold buttons set in many rhinestones.

For Home Wear.



Steel-grey georgette makes a trim little frock for home wear. It is cleverly "pieced" to suggest a bolero effect on the bodice, and a slender yoke above the flared fold-over skirt.

Orange and Black.



Orange and black flowered crepe makes a pretty and useful little frock, the draped bodice revealing a vest of orange georgette finished with a black satin bow.

FOR CLEVER FINGERS.

Home-Made Waste Paper Basket.

Every room should have its own waste paper basket, as this inculcates habits of tidiness. Baskets can be easily made at home, using such materials as cardboard, cretonne, or raffia cloth.

Take a flat piece of cardboard the depth of the basket you wish to make. Sew on hat wire at each long side, and cover this with a scrap of muslin for neatness.

Now cut a piece of cretonne large enough to cover one long side of the cardboard, and allow one inch at each edge, for wrap over. Stick this to the cardboard with cold boiled starch.

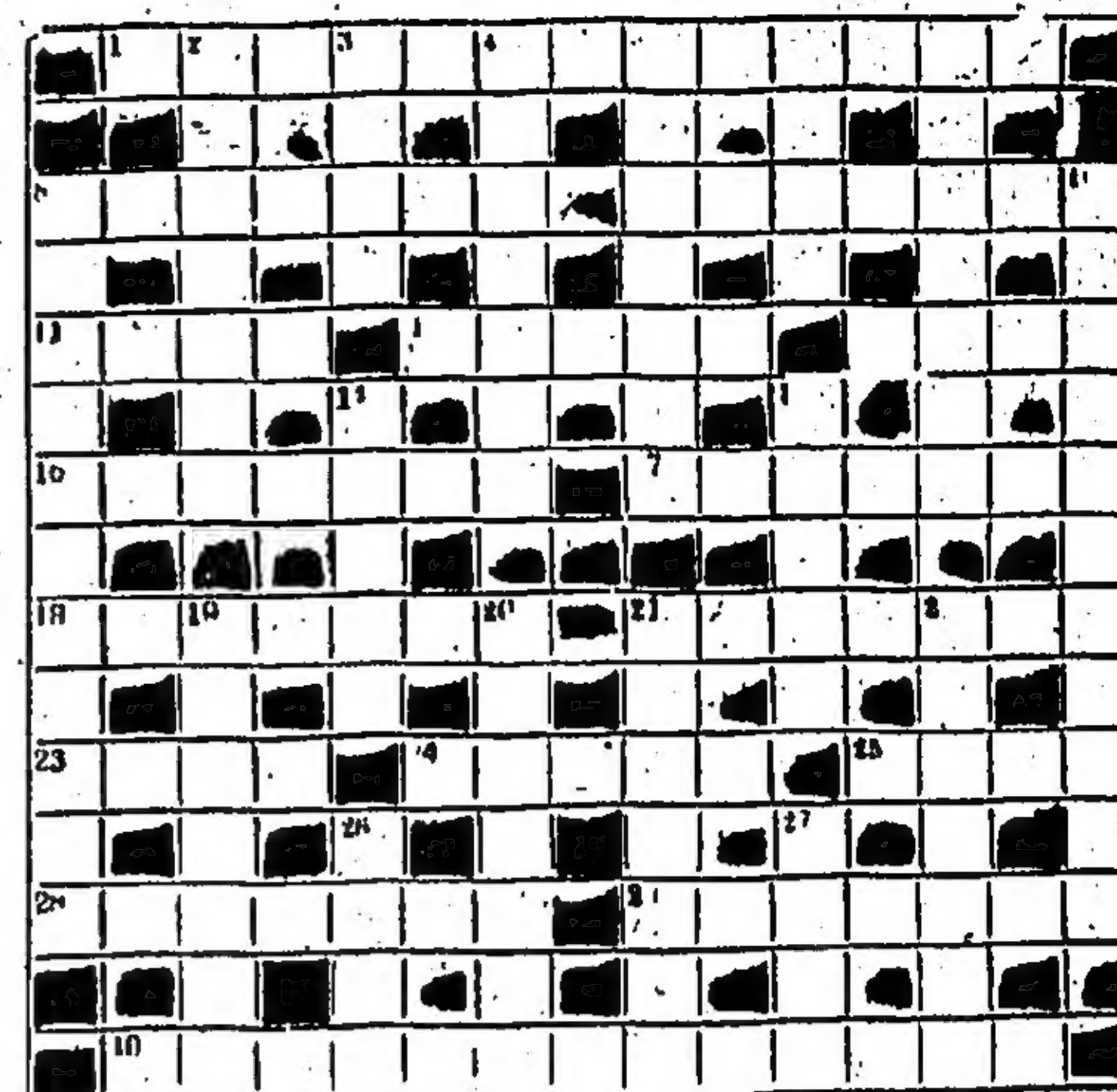
When it is thoroughly dry, bend the cardboard into a circle, with the cretonne inside. Allow the edges to overlap one inch, and sew together firmly, taking small stitches on the outside, and large stitches on the inside.

Cut a circle of cardboard to fit the bottom, place in position, and paste a strip of strong calico all round the edge, to fasten it to the side of the basket.

Next, cut a circle of cretonne to cover the bottom, and extend one inch up each side. Paste well, snip the edges to make them fit well, and paste in position.

Now cut cretonne to cover the outside, making one inch turnings at the top, bottom and side joining. Paste, and fix. If liked, trim the top of the basket with fancy gold galon, to provide a neat finish.

OUR BRITISH CROSSWORDS.



Across

- 1 I'm sorry, but here you must enter a state of exceeding gloom.
- 8 Suitable condition for a muffin. You may find liquor in it.
- 9 Last year the man who grew plums was the first part in the sale of the second part.
- 11 Gather.
- 12 A mint makes morning, as well as coins.
- 13 It is not only blondes who may be this.
- 16 A follower of Wycliffe.
- 17 He may be seen everywhere in Oxford and Cambridge.
- 18 Crushes out of shape.
- 21 A brittle metal.
- 23 Possesses.
- 24 Never select clothing that will hamper children's movements (hidden).
- 25 Here were the seats of the mighty.
- 28 "Wouldst thou have a — aing thee twice? ("Merchant of Venice").
- 29 Although these scamen are not always rascals, the potentiality is always there.
- 30 Where the old men used to sit in winter (hyphen).

Down

- 2 Of things that hang on this it was once said they felt it didn't matter a straw if one took silk (hyphenated).
- 3 Pitcher.
- 4 He plays for Yorkshire and England, is left-handed, and—
- 5 naturally, does his share of this.

- 6 These should be kept tight.
- 7 A potent weapon in the armory of the controversialist.
- 8 This entry is not made in the best book-keeping circles.
- 10 Generally marked off by upright curves.
- 14 Bars in stables that are very familiar to 4 down.
- 15 Europeans who head the roll—at tea-time.
- 19 "I am — of all I survey" (Cowper, "Alexander Selkirk").
- 20 A Shetland pony.
- 21 There is a painful ending to this pastoral poem.
- 22 Unexpectedly.
- 26 Although not its name, a ship will answer to this.
- 27 If our information is true, he is kindly, but sarcastic (hidden).

Yesterday's Solution.

AMALGAMATION

O C S E N I A
B U N I O N S M A L I G N
O F F E U S A E U S
A L O N E W I L T H E R E
S O U H E L A T I R S
T A N G L I A T E A S E S
F I L L A P S I E O
U N S T O P E A S T E R
L I T S A L A I F S
N E E D N I L P O A C H
E A D L E A T I A C I
S I D I C U I F
D I S E M B A R R A S S

Yesterday's Solution

STICKERS

ITIL

The letters shown above can be arranged to form a famous oriental symbol that signifies "Good Luck." Can you arrange them properly?

WILL MYSTERY.

SEARCH FOR LEVANTINE AT NICE.

Paris, Feb. 6.

Interesting developments have occurred in the mystery of Mr. Drinnan, the Englishman who died at Nice a year ago, leaving £70,000 to the London police poor-boxes. Mr. Drinnan, who had been saving all his life, was believed to have possessed a much larger fortune, and investigations are being carried out with the object of discovering what became of the rest of the money—

If it existed.

Information is being sought concerning the movements of a Levantine, Mr. Halat, who may prove able to throw light on the matter. Mr. Halat conducts a small financial agency, the Anglo-American Exchange Office, in the Rue Macarani at Nice.

Mr. Drinnan is known to have had business dealings with him, and it is thought possible that shortly before his death the two may have transacted some deal which might lead to the tracing of the £150,000 odd alleged to be missing from the Englishman's inheritance. It is, however, also thought quite conceivable that this sum never really existed at all except in the testator's imagination.

Inquiries made yesterday at Mr. Halat's house revealed that the financier had just left Nice for a month's sea voyage in the Mediterranean. According to Mrs. Halat her husband is making the trip for the sake of his health. She was unable to say where he had embarked or what ports the ship would touch at.

URODONAL
THE DEFINITE REMEDY FOR
RHEUMATISM
AND ALL
URIC ACID TROUBLES
SOLE AGENTS FOR HONGKONG
CANTON & MACAU
THE PHARMACY
Asiatic Building, Tel. 20845.

FRECKLES AND HIS FRIENDS



RILEY AND UNCLE CLARK HAVE SOME IN DIFFERENT DIRECTIONS TO SEARCH FOR FRECKLES—

GODDARD FARBAR AND BINKLEY ALMOST BUMP INTO RILEY WHO DUCKS JUST IN TIME...

COULD YOU SEE ME... SURE A TIGHT LOOKIN' PAIR OF BSES... WOW!!

HELL NEVER GET OUT OF KEEM RIVER WITH ITS SWIFT CURRENT... AT WHEN HE GETS TO BLACK CAVERN IT'LL ALL BE OVER FOR HIM!

BLACK CAVERN?

FRECKLES HOLDS A CONVERSATION WITH PETER THE HERMIT, FROM THE ROCKY EDGE OF KEEM RIVER...

I'LL JUMP IN AN SAVE YOU... I SWIM DOG FASHION, BUT I GET THERE JUST THE SAME!!

DON'T DO THAT! A LOOK FOR A LOG OR TIMBER TO THROW TO ME... I'M GETTING WEAK!!

BLACK CAVERN!! I GOT TO GET OUT OF HERE BEFORE THAT SWALLOW THE RIVER AND ME WITH IT... HURRY, FRECKLES!!

GEE—ANY ANYTHING HERE BUT ROCKS AN' MORE ROCKS!!

Terrible Black Cavern!



BLACK CAVERN!! I GOT TO GET OUT OF HERE BEFORE THAT SWALLOW THE RIVER AND ME WITH IT... HURRY, FRECKLES!!

GEE—ANY ANYTHING HERE BUT ROCKS AN' MORE ROCKS!!

By Blosser

AT
WATSON'S"L'HEURE BLEUE"
BY
QUERLAINTHE CHOICEST SELECTION OF
PERFUMES FROM ALL THE LEADING
MAKERS, INCLUDING THE LATEST
AND EXCLUSIVE PRODUCTION OF—

CARON

LENTHERIC QUERLAIN
COTY HOUBIGANT DORSAY

THE HONGKONG DISPENSARY.

MOUTRIE
Pianos & Organs.Made to uphold the reputation
of a firm who have had over
50 Years' experience of the
manufacture of high grade
instruments specially designed
for this climate.

Sold on the easiest of terms.

S. MOUTRIE & Co., Ltd.
Chater Road.KAYSER
SUMMER VESTSIN
FLESH and WHITE
\$1.75, \$2.95 and \$4.95.SUN TOGS
IN
FLESH and WHITE
\$2.95 and \$3.95.KAYSER
ITALIAN
SILK UNDIESIN
TEATONE
WHITE
FLESH
AND
BLACK.Lane, Crawford, Ltd.
Ladies' Dept.MOTOR
BARGAINSCHEVROLET 1½ TON EX-
PRESS TRUCK with Body
& Cab Complete 6 cyl. 28 h.p.
131" Wheelbase 1929 Model
USED

PRICE \$2,000.

CHEVROLET NEW 1931
MODEL SPORTS DeLuxe
ROADSTER SNAPPIEST CAR
ON THE ROAD

PRICE \$3,695.

CHEVROLET NEW 1931
MODEL PHAETON complete
with 5 WIRE WHEELS, TIRES
& TUBES, BUMPER ETC.

PRICE \$3,195.

THE HONGKONG HOTEL
GARAGE.The Hongkong & Shanghai Hotels, Ltd.
Incorporated in Hongkong.
25, Queen's Road C. and B. and C. Road.

DEATH.

HAMSON—At 1.15 a.m. to-day
(March 14), Richard Henry Ham-
son, Chief Engineer, S.S. Kwong
Sai, Aged 60 years. Funeral
will pass the Monument at 5 p.m.
to-day. (Australian papers please
copy).The
Hongkong Telegraph.

SATURDAY MARCH 14, 1931.

MR. BALDWIN CLEARS
THE AIR.

By the obvious sincerity of his Parliamentary speech on the Indian question, Mr. Baldwin has done an immense service both to his country and the Party of which he is the head. It is now made abundantly clear that there is no question of the Conservatives throwing in their hand and declining to co-operate in the solution of the problem. Until his utterance of Thursday, however, there was every ground for believing that a change of policy had been decided upon. Had that been the case, India's political leaders might well have begun to doubt not only the sincerity of the Conservatives, which would, perhaps, have not greatly mattered, since they are not in power, but also the bona fides of British statesmen in general. The whole trouble appears to have been caused by the issuing of a statement which was far too bald and uninformative in character, one which could have been and was interpreted in such a way as to suggest that Mr. Baldwin and his followers had tired of the policy of co-operation. In other words, the Conservative leader, in all good faith, committed an error in tactics, creating an impression which has now happily been entirely removed.

The misunderstanding is easily explained. When the possibility of the Round Table Conference resuming its discussions in India became known, Mr. Baldwin thought fit to consult his colleagues on the question, with the result that a unanimous conclusion was reached that the prevailing atmosphere in that country was unsuitable for the taking of such a step. Possibly the fear was that the Conference, if held in India, would be driven into making more concessions than if the continuing discussions were held in England. Be that as it may, the Conservatives resolved that they could take no part in any deliberations in India. It was evidently not Mr. Baldwin's intention to disclose this fact until the Parliamentary debate took place, but he got wind of the fact that there were communications taking place between members of the Committee and a hostile section of the Press, and, evidently anxious that the position should not be distorted, he

caused an official statement to be issued. Unfortunately, this was worded as to create a totally wrong impression of the decision, even the Conservative organs conceding that it caused inevitable misunderstandings. The net result of Mr. Baldwin's well-meant plan was to do the very thing which he was anxious to avoid. In the circumstances, he should either have remained silent or have issued a much more informative statement than the one which was released for publication. The Times was right when it laid stress on the point that the vital words in the communiqué were "In India." It has since been announced, however, that the Conference will resume its deliberations in England, a fact which makes the position infinitely easier.

Mr. Baldwin has put beyond all doubt that there was never any question of the Conservatives declining to co-operate on the general Indian problem. The objection was merely on a point of procedure. They are still anxious and willing to carry on the good work, joining hands with all parties, with the common objective of an All-India Federation. It is true that Mr. Baldwin says there is no question of anyone in his Party committing himself beyond honestly endeavouring to meet the difficulties which may arise, but, after all, that is as far as any Party can go at the moment. The time for final decision has not yet arrived; only when a cut-and-dried plan has been evolved will it be possible for the Parties to indicate their considered attitude. But there is no ambiguity whatever about Mr. Baldwin's assurance of full-hearted co-operation at the present juncture. His sincerity can be imagined when he invites the Party to choose a new leader if the majority view is that the problem of India should be faced in a niggardly or grudging manner. Fortunately, there is no indication that that is the case, the Churchills notwithstanding. Apart from the value of Mr. Baldwin's declaration in reassuring Indian opinion, it is even more to be welcomed because of the magnificent tribute which he paid to Lord Irwin. On all counts, the utterance was worthy of a Party leader who, whatever his failings, has always shown himself a man of high integrity and transparent sincerity.

The Forsaken Wife.

From a legal standpoint, Miss Eleanor Rathbone's Wills and Inheritance Bill is one of the most interesting measures submitted to Parliament during the present session. It seeks to prevent one partner of a marriage from disinheriting the other, and there will be ready sympathy for the Bill among those who have experienced cases of a devoted wife disinherited by a capricious husband. It will be generally agreed that protection is just as necessary after death as in life; that is to say, no-one should be allowed to escape his just liabilities and that wilful disinheritance should not be less amenable to law than the desertion of a wife. Legal luminaries are, however, extremely dubious regarding the wisdom of the measure. It is contended that few men maliciously refuse to provide for their families and that the Bill might create more injustices than it removes. The old adage that hard cases make bad law was quoted by opponents of the Measure, which however has been sent to a joint committee of the Lords and Commons. There is a good deal to be said for the argument that serious grievances might be caused by preventing a man, in any circumstances, from exercising the power of disinheritance. It is not always the husband who is to blame for an unhappy marriage, while cases have been known where children have forfeited every claim to testamentary consideration. It is extremely probable also that such a Bill, passed into law in its present form, would serve mainly to promote interminable legislation, and ultimately it would not be the wives and children, but the lawyers who would become the beneficiaries. At all events, there is need for the closest scrutiny of certain clauses, the scope of which may be found to be much wider than intended.

DAY BY DAY

IN DIFFICULTY A SILENT TONGUE
AND A COOL HEAD ARE USUALLY
MAN'S BEST WEAPONS.—Katherine
Thurston.It is advertised that the Good Press
Day will be celebrated to-morrow at
the Roman Catholic Cathedral.It is notified that the name of the
Victoria Food Products Company,
Limited, has been struck off the
Register.His Excellency the Governor has
accepted the resignation by Second
Lieutenant H. E. D. Adams of his
Commission in the Hongkong Volun-
teer Defence Corps.A combined meeting of the China
Coast Office Guild and the Marine
Engineers' Guild of China is adver-
tised for to-morrow, at 10.30 a.m., at
the offices of the Guild, 67 Des Voeux
Road Central.The silk forwarded from Hong-
kong by the Empress of Asia on
the 18th February arrived in New
York (St. John's Park) and Hoboken
on the 11th March, having been 21
days in transit.His Excellency the Governor has
re-appointed, provisionally and subject
to His Majesty's pleasure, the Hon.
Sir Henry Pollock, K.C., to be an
Unofficial Member of the Executive
Council for a further period of five
years.The Hongkong A.D.C. gave another
splendid performance of "Art and
yet Battle" at the Theatre Royal last
night in the presence of a delighted
audience. The final show takes place
to-night, when there will doubtless be
a full house.His Honour the Chief Justice has
ordered that a Special Criminal
Session shall be held on Monday, 16th
inst., at 10 o'clock in the forenoon.
The Ordinary Criminal Sessions will
open on the 18th day of March, and
is not affected by this Special Session.Royal Observatory returns for
February show that the average mean
was 61.3, the highest being 77.9 and
the lowest 50.5. The rainfall was
only 0.55-inch, whilst the sunshine
was extremely little, totalling
234 hours, compared with a normal
total of 324 hours.Vice-Admiral Herr, Commander-in-
Chief of the French Forces in Far
Eastern Waters, made an official land-
ing at Statue Pier at 10 o'clock this
morning, accompanied by his Staff
Officers, and with the French Consul-
General (M. Dufau de la Prade),
paid an official call at Government
House.The Governor-in-Council, in pur-
suance of the power conferred upon
him by section 5 (4) of the Dangerous
Drugs Ordinance, 1923, has declared
that the Ordinance shall henceforth
apply to di-hydro-morphine and its
salts and any preparation, admixture,
extract or other substance containing
any proportion of di-hydro-morphine.The health bulletin of Eastern Ports
for the week ending the 7th inst.
shows the following cases of infec-
tious diseases and the deaths there-
from: Plague, Baghdad 2 cases 1
death, Basra 1 case, Colombo 2 cases
1 death, Pondicherry 1 case 1 death,
Cholera, Calcutta 65 cases 39 deaths,
Madras 6 deaths, Chittagong 1 case
1 death, Pondicherry 39 cases 9 deaths,
Bangkok 1 case 1 death, Pondicherry
3 cases 2 deaths, Saigon 1 case 1
death, Small-pox, Bombay 2 cases 1
death, Calcutta 82 cases 56 deaths,
Cochin 24 cases 1 death, Madras 3
cases, Rangoon 1 case, Chittagong 3
cases, Pondicherry 1 case 1 death,
Canton 1 case, Shanghai 3 deaths.

MY UNHAPPY GENERATION.

By GODFREY WINN.

WHEN the sociological history
of this post-war era comes
to be written it will be in-
teresting to see what the judgment
of Time may be in regard to my
generation, those young men and
women who have grown to maturity
during the last ten years.

Will that judgment be one of
praise or censure, envy or pity?
Personally I have a shrewd sus-
picion that when the moment ar-
rives for it to be at last possible to
see this age in its right perspective,
the lot of my generation will seem
to our descendants to have been a
most unhappy one. They will pity
us from the bottom of their hearts.
Why should they do that? Some
readers may protest, as they recall
how often they themselves have
heard this age referred to as the
Age of Youth; how tired, indeed,
how very tired they are of having
the assertion dinned into their ears
on all occasions and in all places,
that young people to-day have a
far better time than their fathers
and grandfathers had before them,
and possess far greater opportuni-
ties to do more with their lives, and
are altogether happier and more
contented, both mentally, spiritual-
ly and physically, than any previous
generations were in their youth.

The truth of that assertion is,
I know, but seldom questioned, and
yet it seems to me it might be
easily and so reasonably be
surely it is foolish as well as
inaccurate to suggest that my genera-
tion possess either any more actual
power or any better positions, or
earn larger salaries, or have easier
or less work to do than our fathers
had at our age before us.

I am perfectly willing to admit
that young men or women of bril-
liant promise may find it easier to-
day to have their message listened
to, and their efforts encouraged,
than ever before, since the War has
taught us that if we are to maintain
our position as a first-class nation
it is vitally necessary that we should
capitalise every talent we possess,
but, at the same time, the average
young man has to serve his long
years of apprenticeship just as our
parents had to serve theirs.

And the only result of this silly
nonsense about Youth ruling the
world to-day is to give to each of
us a false sense of our own im-
portance, so that as we grow from
adolescence to manhood our heads
are full of all kinds of grand but
impractical schemes for our future
success. Which makes it inevit-
able that we should meet with many
heart-breaking rebuffs and dis-
appointments before we finally
settle down and take our proper
place as tiny cogs in a giant ma-
chine.

It must be admitted, too, that as
a generation we are very inclined
to lack that courage and determina-
tion to win through to success in
the end whatever the odds, which
was so notable a characteristic of
the generation which preceded us,
and fought so gallantly in the War.
We are neither physically nor
mentally as hardy as they were,
and this defect in our character is
a very grave menace to our peace
of mind. In consequence, we are
nervous, highly strung, introspective,
a mass of complexes and inhibi-
tions; we are preyed upon by fear,
and harried by doubt. Young
though we still are, our reactions
to life are the reactions of the very
old.

College Girls
Too Safe.

Says Miss Ellen Wilkinson.

"I would rather be married to
a drunken collier who beat me
every week-end than live as I am
doing at present," said my visitor.

I WAS startled out of the com-
placency which Saturday tea
induces after a hard week's
work. "But why?" I protested.
"A highly-educated woman like you
can surely find something big in
life."

"I'm not highly educated!" this
teacher friend retorted. "I've got
a pass degree and there are thou-
sands like me turned out of the
universities every year—all to
pattern all with the same set of
perfectly respectable ideas and al-
most useless information. And we
are suffered to be equipped to teach
other girls—not to fit them for life.
mind you, nor to find their feet in
this bewildering modern world.
Oh no, Governors and parents
would unite in demanding our dis-
missal if we tried to show them the
world they will have to live in as it
really is."

"All we can teach them is how to
drag around on the same old tread-
mill, hoping that marriage will pro-
vide a way of escape."

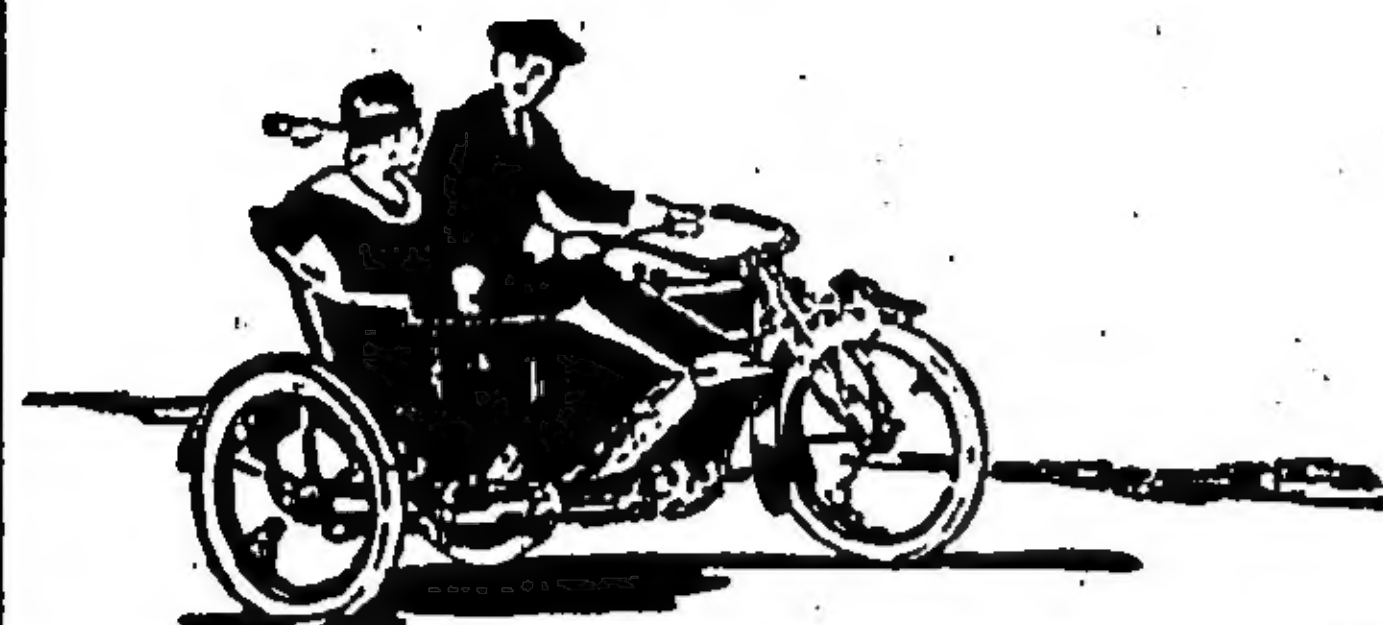
Chanted of Risk:
"But this is too gloomy!" I ven-
tured. "Women teachers haven't
such a bad time of it compared to
the long hours of the factory woman
or the skimpy holidays of the office
worker."

My visitor put down her cup.
"I'm not talking about wages and
hours. You got out of teaching
early. You were lucky. But just
think of the life a woman teacher
leads in a girls' school. I'm rotten
with a colleague. Billy. I know
but I have no one else to room with
and it's cheaper with two. I never
(Continued on Page 7.)

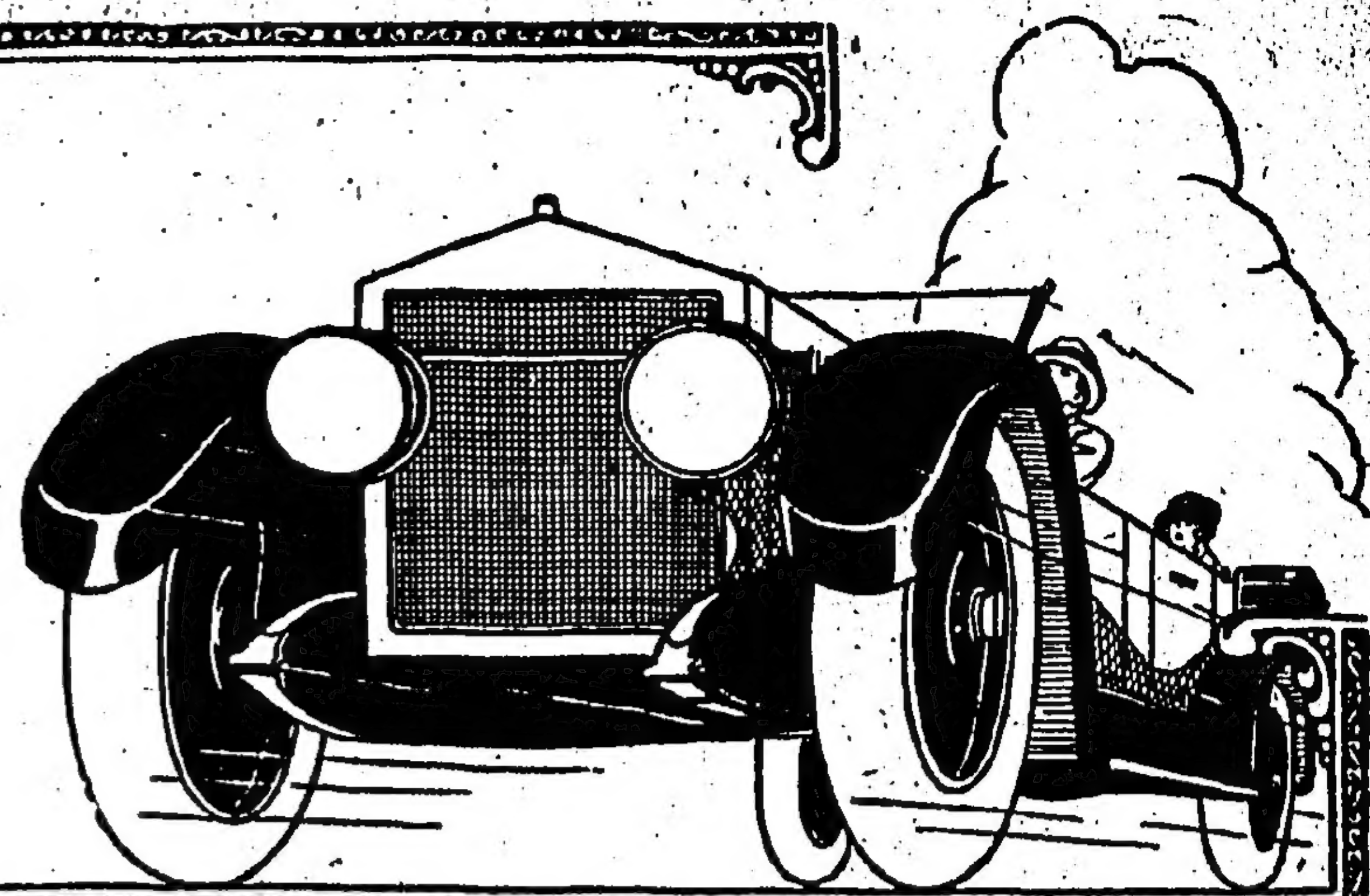


"Why, Basil! I was saving that cherry centre for
Hood."

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY, 14th. MARCH, 1931.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



K. L. G.
THE SUPER-PLUG
Sole Agents:—
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Just Unpacked!
1931
The Unapproachable
Norton
REGD TRADE MARK
**MOTOR
CYCLES**

Many outstanding improvements have been effected, too numerous to specifically mention.

To sum up: They are
Still more Unapproachable for 1931.

Inspection Invited
SINCERE'S
Sole Agents.

CURRENT COMMENT

Excessive Tooting.

We understood that the Police were making an effort to lessen the din created by excessive horn blowing, and it is certainly time that such steps were taken. It was rather surprising therefore to read that one of our local magistrates, in fining a driver for offending in this respect, stated that "6.30 is far too early to toot your horn like that." The inference is the tooting may be indulged in to any extent during the day, but that the early morning must not be made hideous by motor drivers excessively sounding horns. This should not be so, and no matter the hour, if a nuisance is caused, those responsible should be fined.

Stubbs Road.

We are frequently receiving complaints of reckless driving on the Stubbs Road, especially of cutting in, and it does seem clear that special traffic police should be detailed to catch a few of these dangerous drivers red-handed. There is no possible excuse for dangerous driving, and until a few drivers are given the publicity of the police court, the danger will not be abated. As we say above, there is no possible excuse, and it is more than surprising that certain motorists are not made examples of. Setting concealed police traps would be thoroughly justified in the interest of public safety, otherwise nothing is more certain than a head-on collision will be recorded; possibly with fatal consequence. Careful motorists should make a special point of reporting the numbers of offending vehicles, and there should be no shielding or excusing the culprits if they happen to be well-known residents. We say this, because from two sources we have heard that instances of recklessness have been reported, to be followed by the complainants receiving a letter stating that the individuals concerned would be taken before the I.G.P. This, to our way of thinking, is a totally wrong procedure, for even if admonishing is all that is necessary, this should be left to magistrates in order to secure the publicity necessary, and to reassure other road-users that steps are being taken to remedy a public danger.

A Good Tip.

Local car owners who experience difficulty in keeping the bodywork of their cars in good condition, should try that excellent preservative and polish known as "Simoniz." Hongkong's climate is rather severe on car exteriors, especially on the Peak, but from personal experience, "Simoniz" is a most effective composition, one that can be thoroughly recommended.

McKENNA DUTIES.

Asked recently in the House of Commons when he would be in a position to make a statement regarding the continuance or otherwise of the McKenna duties on imported cars, Mr. Snowden, Chancellor of the Exchequer, said that he was not prepared to make a fresh statement until the next budget speech. The approximate net revenue from imported cars during the year ended September 30, 1930, was £1,747,000.

RUBBER IN AUTOS

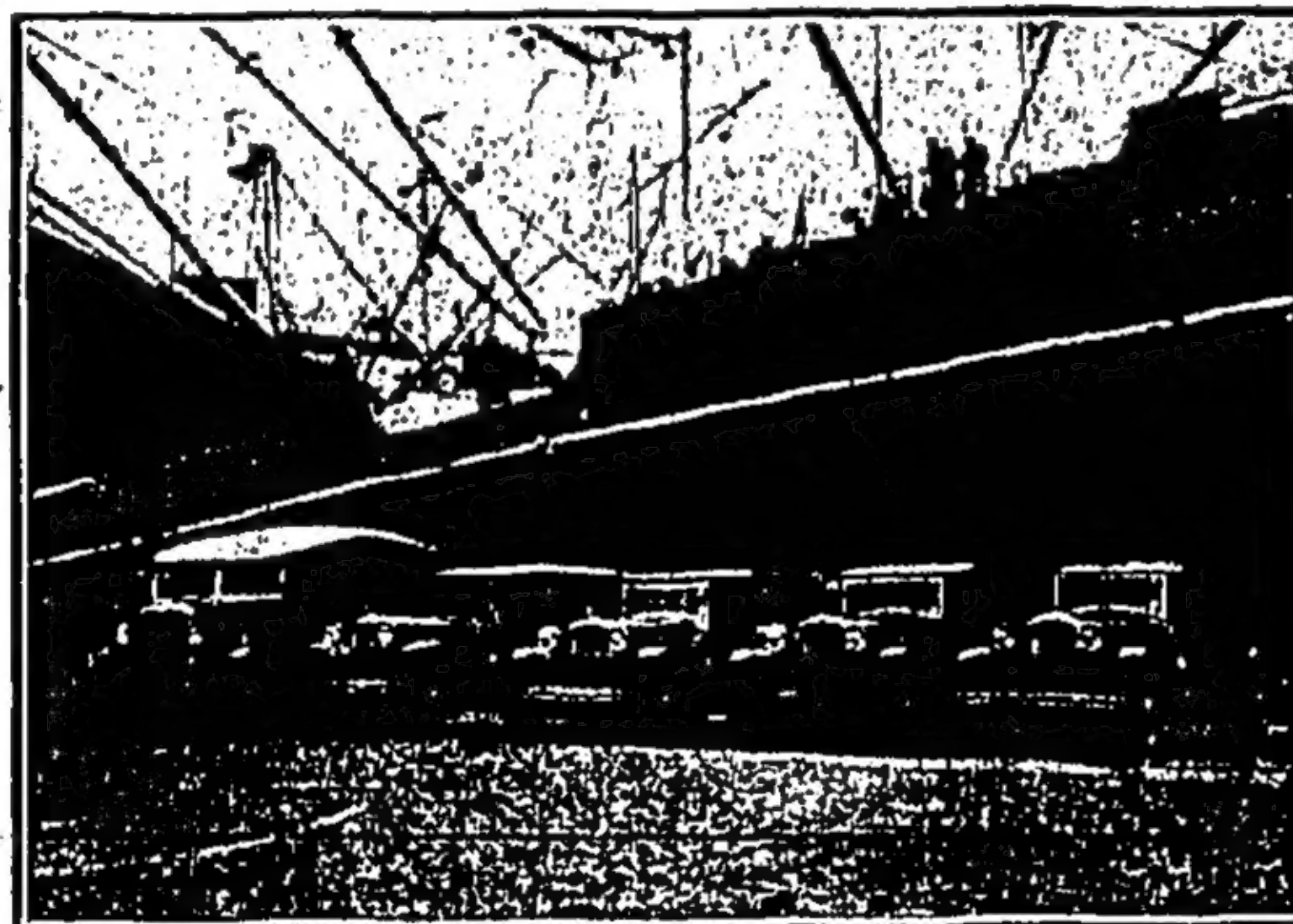
Rubber is used for 65 different purposes in the modern automobile, according to Walter O. Keys, chief engineer of the automotive department of a Detroit rubber manufacturing concern.

MOTOR NOTES FROM GREAT BRITAIN.

[Special Report to the Hongkong Telegraph by R.A.C.]

1931 Starts Well.

The year has started well for the British motor industry with outstanding successes in international events. First and foremost came Malcolm Campbell's well deserved achievements with "Bluebird" and the Austin Seven at Daytona; the unofficial record put up by Kaye Don with "Miss England II" on Lough Neagh, which it is to be hoped will be repeated and even improved upon at Buenos Aires—and the sweeping successes of the British contingent in the Monte Carlo Rally. This event is now widely acknowledged to be of the highest importance in the international sporting calendar and this year's 120 odd starters included many of the finest cars and drivers in Europe. To have gained the premier award in both classes, in addition to many other successes, is, therefore, a triumph for the British industry.



The Humber cars and Commer luggage-van being used by H.R.H. The Prince of Wales and H.R.H. Prince George during their present tour in the Argentine. The cars are shown at the Royal Albert Dock prior to shipment.

The Riley contingent have every reason to be proud of their achievement for Leverett, besides taking the first place in the first division, won the Riviera Cup, with another Nine in 4th place. Bart's car was first in its class in the Mont des Mules Hill Climb in record time and Sanderson was placed first in the Comfort Competition for open cars under 1,100 c.c.

The winning cars started from Stavanger in Norway and covered 2,261 miles, the first 300 miles being over icebound roads. Later, there was snow and fog in Germany, fog in Belgium and France and, strangely enough, ice again within 250 miles of Monte Carlo. Cars under 1,100 c.c. had to average not less than 35 kilometres per hour and the larger class not less than 40 kilometres, this to include all stops for fuel, rest, repairs and meals.

On the Continent.

At Monthory a little Singer Junior saloon, taken from stock, has made history by averaging no less than 50.51 m.p.h. over 1,000



Mr. Kaye Don with the new Singer model he has designed in conjunction with the Company's Artist-Engineers. The car is known as the "Kaye Don Singer Six."

miles and this in spite of heavy rain and strong head winds. The drivers were G. E. T. Eyston, E. A. D. Eldridge and P. Brewster and stops were made approximately every 200 miles for petrol replenishments and a change of drivers. The car ran faultlessly and in the full 24 hours covered 1,216 miles.

British cars are making considerable headway on the Continent now and a number of new showrooms have recently been opened. A second Singer depot, for instance, has just been opened in Copenhagen.

The Amsterdam Motor Show was a very successful one for the British manufacturers' exhibition there, Rootes' Continental representative reporting the sale of several Humber Snipes and Pallas, while Dutch operators were undoubtedly very impressed by the display of Commer coaches and passenger chassis, which were

The success of the Leyland Titan 4-wheel double deck bus is wonderful; it is said that at least two-thirds of the British bus operating municipalities use this firm's vehicles and over half of these are Titans. Sheffield, for instance, has just placed its 16th repeat order.

Further, over 100 of the principal bus companies now use Titans.

The Export of Commercial Vehicles.

The progress which British commercial vehicles are making in European countries is well demonstrated by the activities of Morris Commercial Cars Ltd., of Birmingham.

As a result of establishing their own depot in Poland, for example, 38 of the new "Leader" model, 30-cwt. chassis have been shipped during the last few weeks and an additional 20 are on order. Again, in Bucharest, truck sales are increasing and the factory representative has placed a further order on the works for 20 vehicles to be shipped at once.

In connexion with the great road building projects in Greece, the various contractors witnessed a demonstration of the Morris Commercial 6-wheeler and a 350-gallon water sprinkler, mounted on a 40-cwt. chassis, was among the recent shipments to Athens.

The exclusive concession granted by the Egyptian Government to the Overseas Motor Transport Co., in conjunction with Thornycrofts, to run bus services in Cairo was obtained in the face of keen competition and followed closely on a similar concession to operate services in Malta, where a fleet of 32-seater Thornycroft vehicles have proved exceedingly popular in service.

The buses for Cairo are being shipped almost daily and in the near future there will be a fleet of well over 100. The chassis employed is a Thornycroft 4-cylinder 4-wheel model with left-hand steering and the saloon bodies provide accommodation for 12 first class and 16 second class passengers, the latter seats being arranged at the rear to leave plenty of standing room.

Where Road Conditions Vary.

On a journey on which road conditions vary greatly, the load that can be carried is obviously determined by the vehicle's capacity to negotiate the worst sections, regardless of the excellence of the rest of the road.

The limitations of a rear-wheel-driven vehicle over bad ground are well known and it is appreciated that, when road conditions are difficult, all wheels should be power driven. On the other hand, on hard roads at high speed, front wheel drive is not required and would be a disadvantage in steering. In the case of Hardy vehicles an ideal arrangement is employed, for they are provided with 8 forward speeds and drive on all wheels whenever the road conditions are such that any of the four low gears have to be engaged. The front wheel drive, however, is automatically disconnected when the gear lever is engaging any of the 4 high gears.

Orders for Trolley Buses.

Three orders for trolley buses in three years from one Corporation is very good proof of the efficiency of the vehicles and the satisfaction given. The Corporation in question is St. Helens, which in 1928 ordered its first Ransomes trolley bus. In the following year an order was placed for five single-deck buses with central entrance and now the Ipswich firm is executing a further order for five double-deck 4-wheel vehicles.

Other repeat orders for trolley buses have been received from places so far apart as Penang, Colombia, South Africa and Poland.

UNDERGROUND-CAR PARK.

Detroit is considering the construction of a huge underground parking lot. This garage would have ramps leading to stores and large office buildings, making it possible to park a car and proceed to places of business without going out into the weather.

1931 HARLEYS

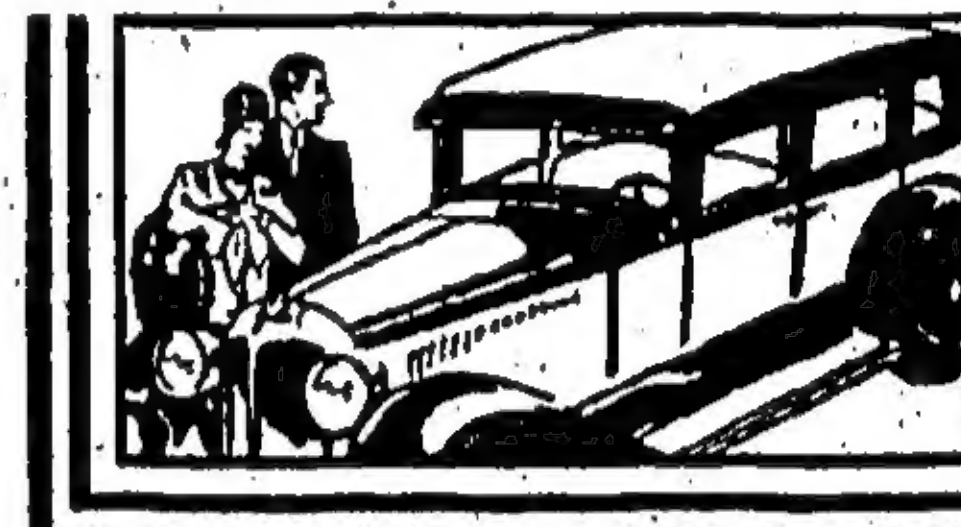
Another Shipment 1931
Harley-Davidson Combinations.

NOW HERE

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50,000
MILES...
and still
looks
new

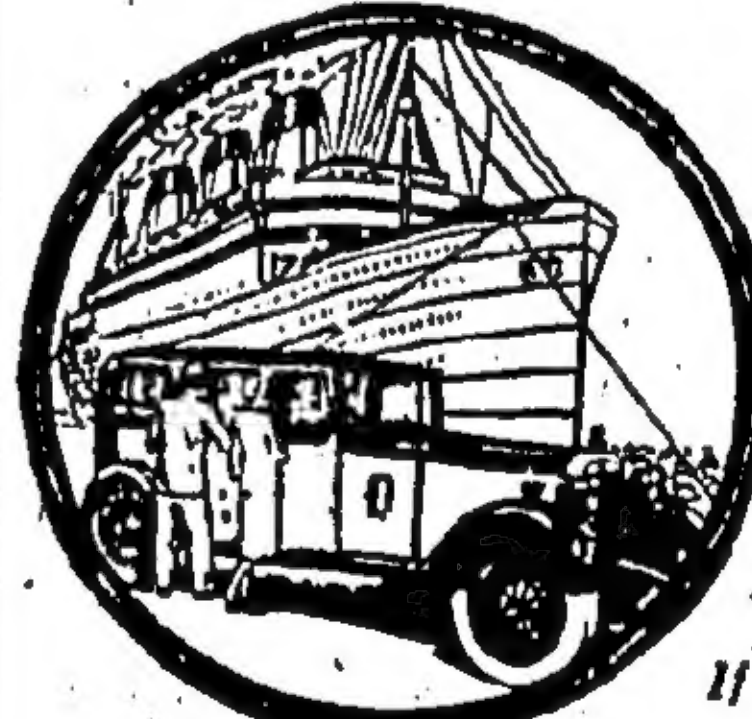
Here's the secret
To keep your car looking new as long as you drive it—Simoniz! The hard, bright Simoniz surface gives unyielding protection and makes the finish last longer. The famous Simoniz Kleener makes cars look new again. Then Simoniz guards that new beauty through every kind of weather.

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EXAMPLE OF CAR ON THE DEFERRED PAYMENT SYSTEM OVER EIGHTEEN MONTHS.

To new car, say	£200: —: —:
Deposit—one quarter	50: —: —:
Interest	150: —: —:
Balance of £150: 7: 6: to be paid in 18 monthly instalments of £9: 3: 9:	£ 50: —: —:
To Deposit paid	45: 18: 9:
5 instalments of £9: 3: 9:	£ 45: 18: 9:

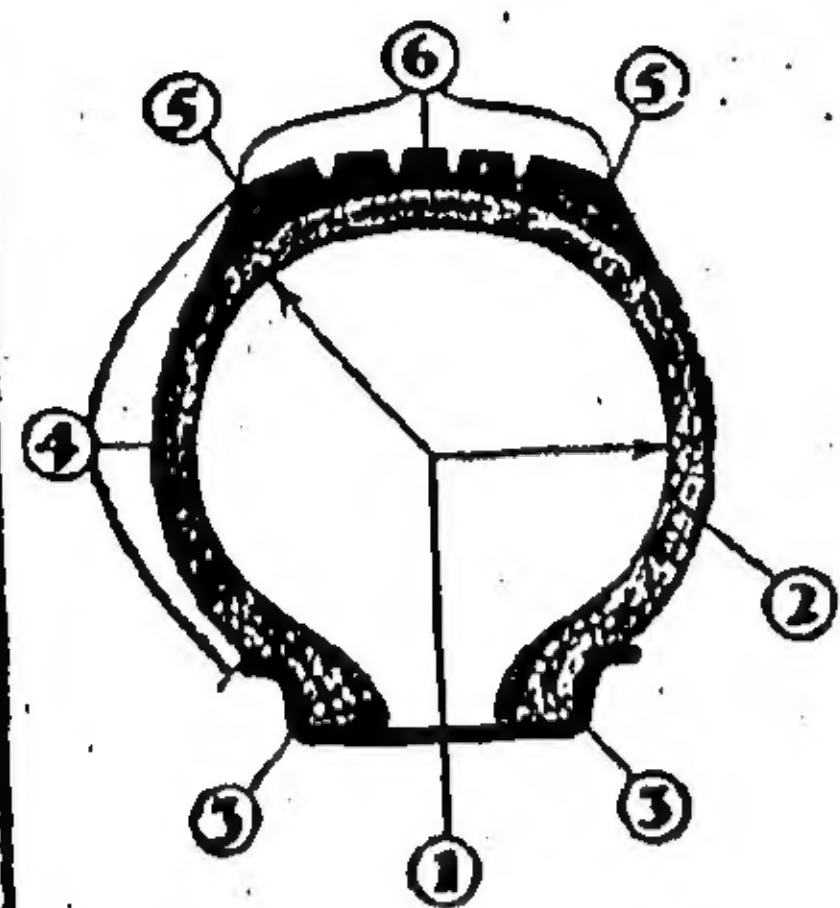
FINAL ADJUSTMENT.

To re-purchase price—65% of £200	£130: —: —:
Rebate on interest	6: 8: 11:
Less 13 instalments still due	£136: 8: 11:
Cash handed to Purchaser	£ 17: —: 2:
ACTUAL COST OF MOTORING FOR SIX MONTHS.	
To Deposit and five instalments paid	£ 95: 18: 9:
Thirteen instalments still due	119: 8: 6:
Less re-purchase and rebate on interest ..	£215: 7: 6:
Cost of motoring for six months	136: 8: 11:
or £13: 3: 1: per month.	£ 78: 18: 7:

The above proposition applies to any make of car, new or second-hand. We can also arrange to have a car and chauffeur to meet you at the docks, to take you and your luggage anywhere, most reasonably and more comfortably than by rail.

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The most Conclusive Evidence of SUPERIORITY---



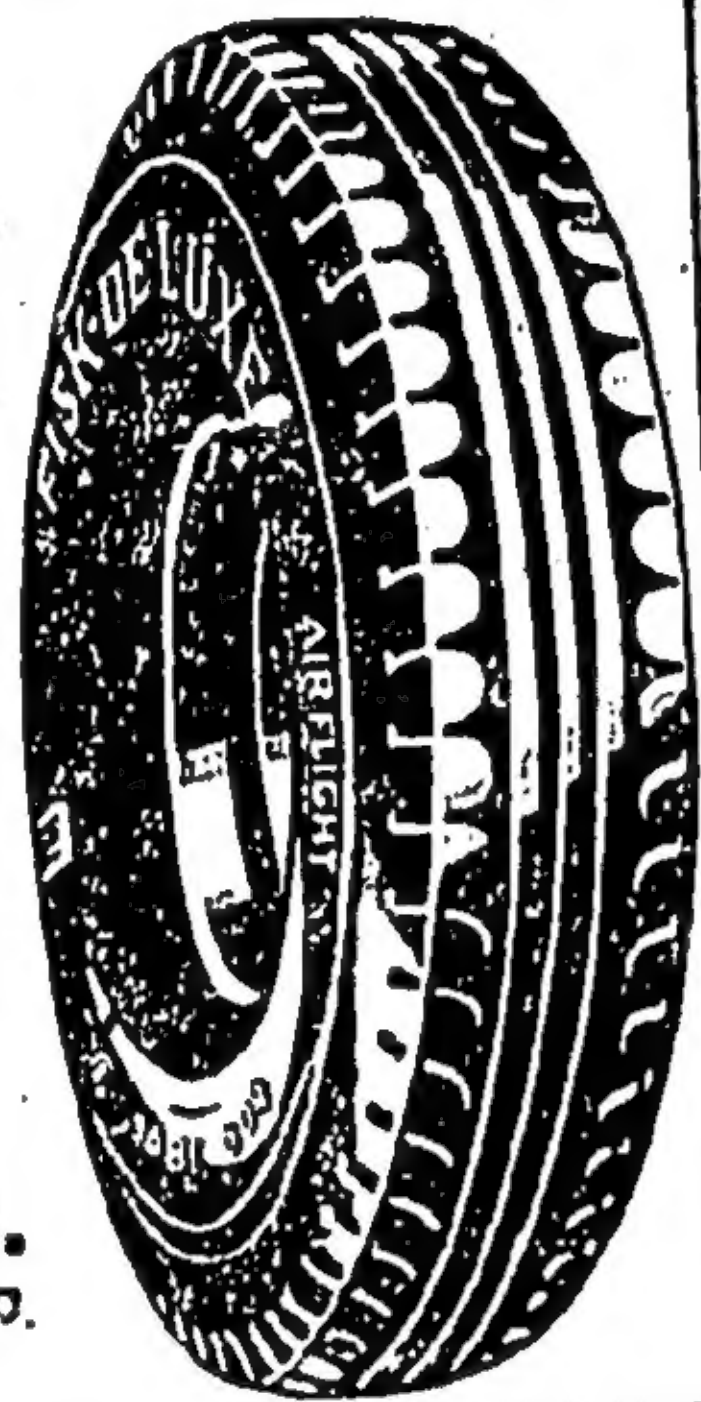
... this cross sectional diagram clearly illustrates 7 Points of Superiority which the Air-Flight Principle Tires by Fisk alone can offer you.

The De Luxe, Rugged and Fisk, each a First Quality Fisk, embodying all of the exclusive improvements of the new Air-Flight Principle of tire construction. They represent the utmost that your tire money can buy in their respective price fields. Their larger air-chamber, carrying more air at a lower pressure—their carcass, constructed of Fisk's patented and exclusive All-Cord—their flexible sidewalls of live rubber—their streamline tread, multiple cable bead and greater road contact—the combining of all these new and exclusive features result in still another—The Air-Flight Balance.

FISK'S 7 POINTS OF SUPERIORITY

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Carrying more air at a lower pressure—helps a car run far better in suppression of Road Noise. Comfort shows the car is in the air, not on the road.
- 2. All-Cord Process**
A patented Fisk development which produces internal flexion and adds strength without rigidity or weight.
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Multiple Cable Bead gives added strength at the rim while increasing sidewall flexibility.
- 4. Increased Flex Area**
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The rim width of the streamline tread allows the car to travel over bumpy roads with ease and allows greater air cushioning.
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Results in better and more lasting non-skid qualities and ensures you of Safe Traction at any speed.
- 7. The Air-Flight Balance**
The newly perfected balance between air and materials achieves the maximum of air cushioning and mileage.

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NEW CHEVROLETS AROUSE ENTHUSIASM.

Many Features Receive Favourable Comment.

Thousands of people thronged showrooms throughout the United States to get their first view of the new 1931 Chevrolet and commented particularly upon the features new to the low priced field achieved in the current line of Fisher-Chevrolet bodies.

Prominent among the new features are the increased size and roominess made possible by the longer wheelbase, while numerous other changes not obvious to the eye combine to make the bodies stronger, more rigid, and as completely squeakproof as human ingenuity can devise.

A surprising amount of hand-work goes into every individual body in the new Chevrolet series. In the application of the exterior finish, alone, 22 individual steps have to be taken along the line, ranging from the cleaning of the metal with an acid solution or through the glazing and wet-sanding operations, the dry-sanding and application of a mist coat, to the final Ducoing, touching up and stripping.

The combination steel-and-hardwood method of durable body construction, is continued, although with important changes at vital points. The new roof construction, for example, is now a separate assembly known as the slot-and-bow type, the strongest known to the industry. The bows, instead of being steam bent, are cut to shape so that they will retain their shape indefinitely. Double steel braces easily accessible for servicing, replace the wood strainers formerly used along the sides of the roof, and strong steel braces are now used at the corners to add to the roof rigidity. The roof structure is thoroughly padded to prevent drumming, and is covered with a material consisting of two layers of fabric bound by an inner layer of rubber.

Anti-squeak material in liquid, rubber dough or friction form is used between all steel braces and their respective wood parts. As a further aid to quietness, insulating material is used wherever wood touches metal.

Exclusive patent rights just obtained by the Fisher Body Corporation for a new type of spring

never before used in automobile seat construction assure greater comfort for the passengers. The coils of these springs are larger, with strips of burlap running lengthwise to separate the rows of coils.

In the sedan 32 coil springs make the front seat unusually resilient, and 46 coils are in the rear seat, nine more than in the 1930 models. Over the springs is

placed a thick layer of padding unusually durable and soft. The upholstery cloth is piped with another layer of padding, and the seats are trimmed with a "Turkish" front, with tufts and buttons ranged along the front side of the cushion, a style of trim which adds much to the tailored beauty of the interior.

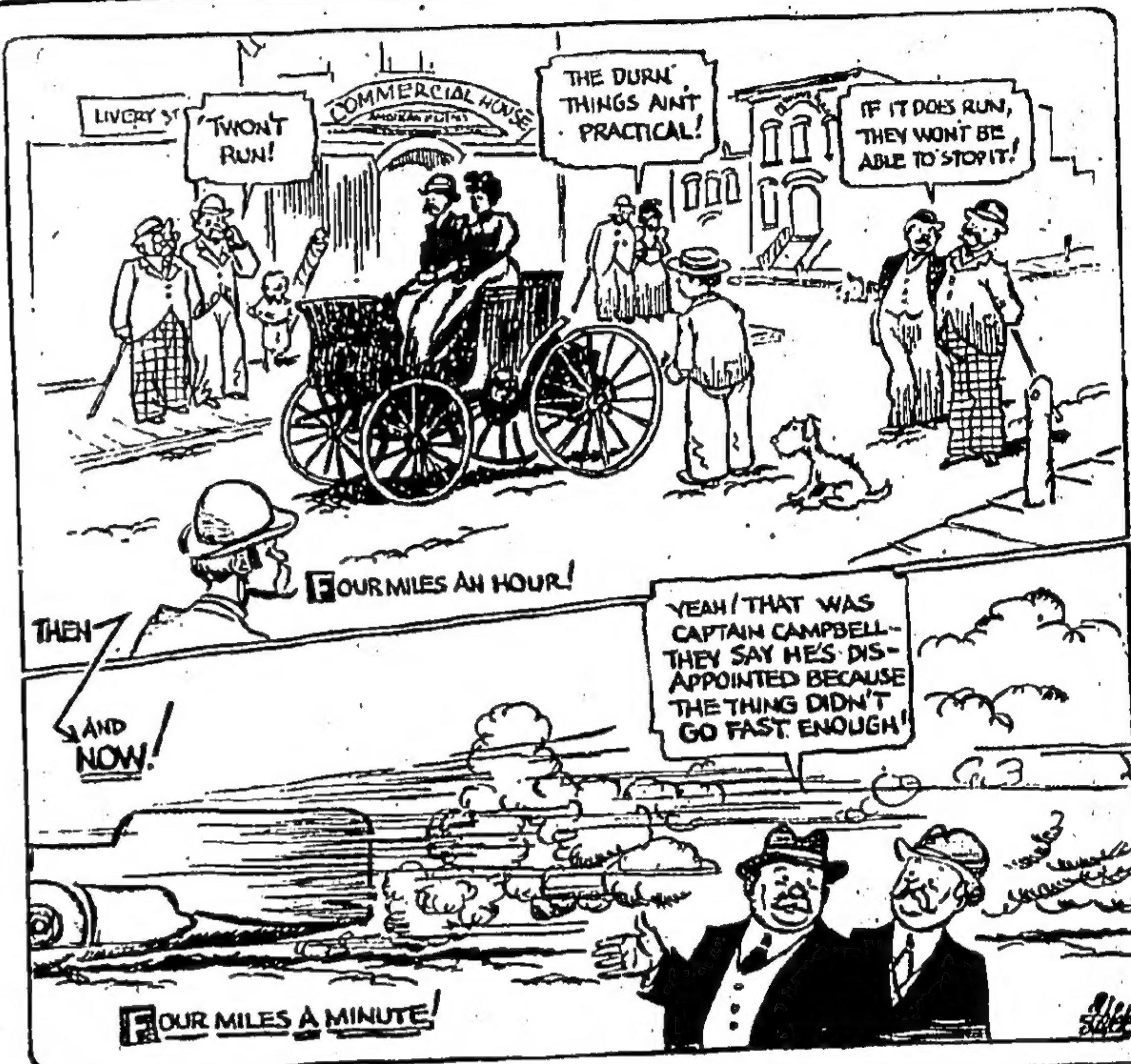
For the greater protection of front seat passengers, a layer of felt or felt is vulcanized, this year, to the rubber floor mats, and an insulated pad covers the entire dash to keep out heat or cold and add to quietness. The mats in the rear compartments of the coach and sedans are a round wire tapestry type of great durability, and in the sport sedan the carpet has a high wool content with a new mottled pattern. Curtains on all bodies have a high lustre, and

curtain tassels are provided in the special sedan and sport coupe. All interior hardware has been newly designed and beautified. Exterior handles have the "Pro-tection" feature which folds the door handle into the door panel.

Dome lights come with the coach, sedans and sport coupes. A highly polished robe rail is found in the sedan, while a silk cord type is used in the special sedan. Foot rests, comfortably located in all sedans and the coach, are regulated from the front seat adjuster.

NEW ZEALAND ROADS.
New Zealand spent \$10,700,000 on road construction during 1930, as compared with half that amount the previous year.

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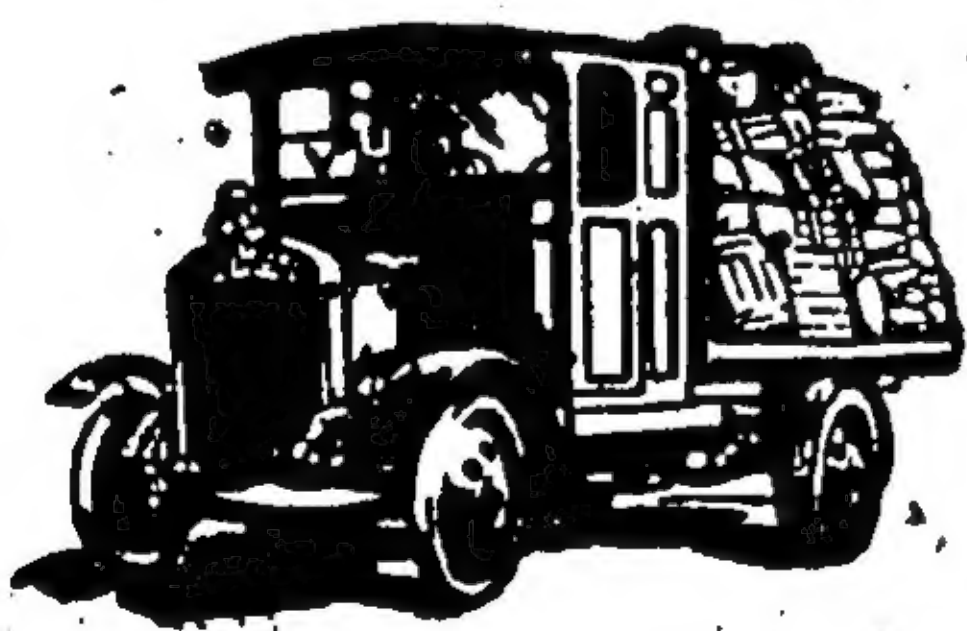
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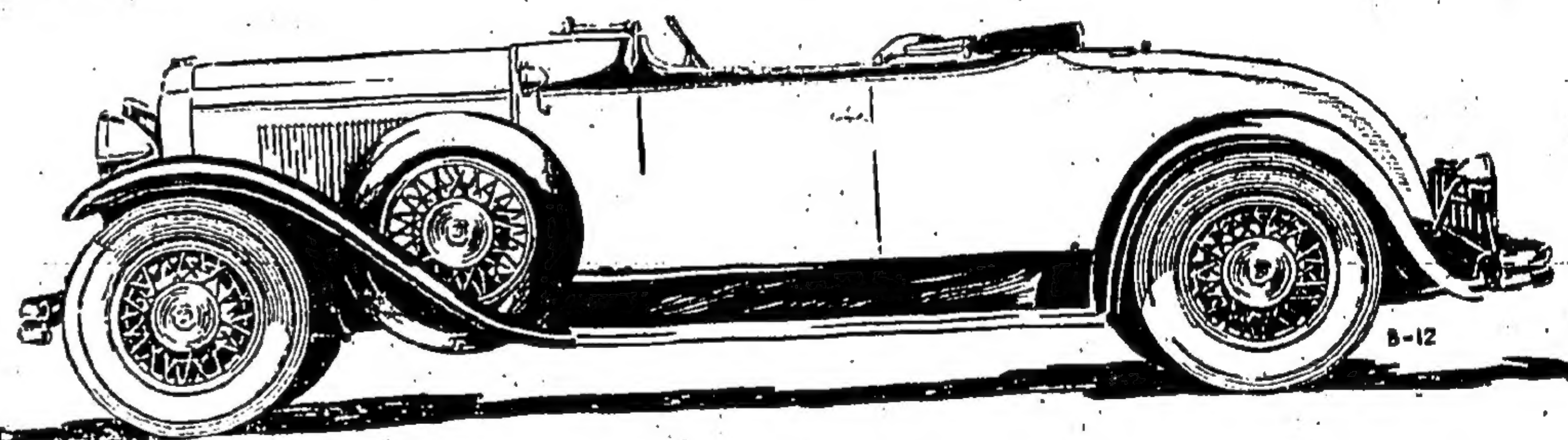
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Pictorial Supplement

March 14th. 1931.

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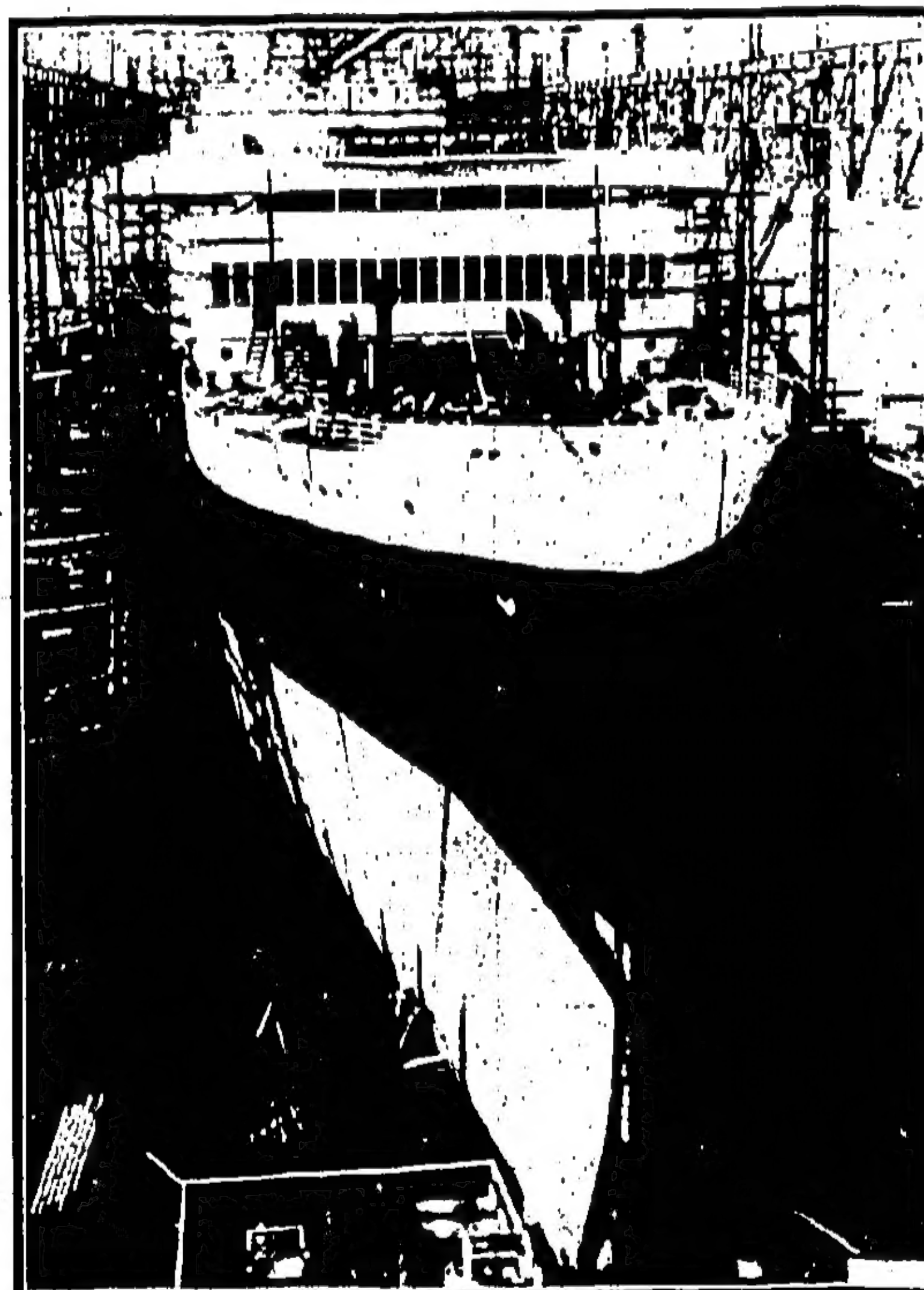
Is it any wonder that so many housewives call it "The World's Best?"

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His Excellency Vice-Admiral Sir Howard Kelly, K.C.B., C.M.G., M.V.O., the new Commander-in-Chief of the China Station, who has just taken over the Command from Admiral Sir Arthur Wastell. This portrait was specially taken for the Telegraph by Mee Cheung.



The majestic-looking liner President Coolidge as she appeared on the ways just before being launched at Newport News, Virginia. This boat and the President Hoover, biggest American-built ships, will rightly be called the two queens of the American Merchant Marine.



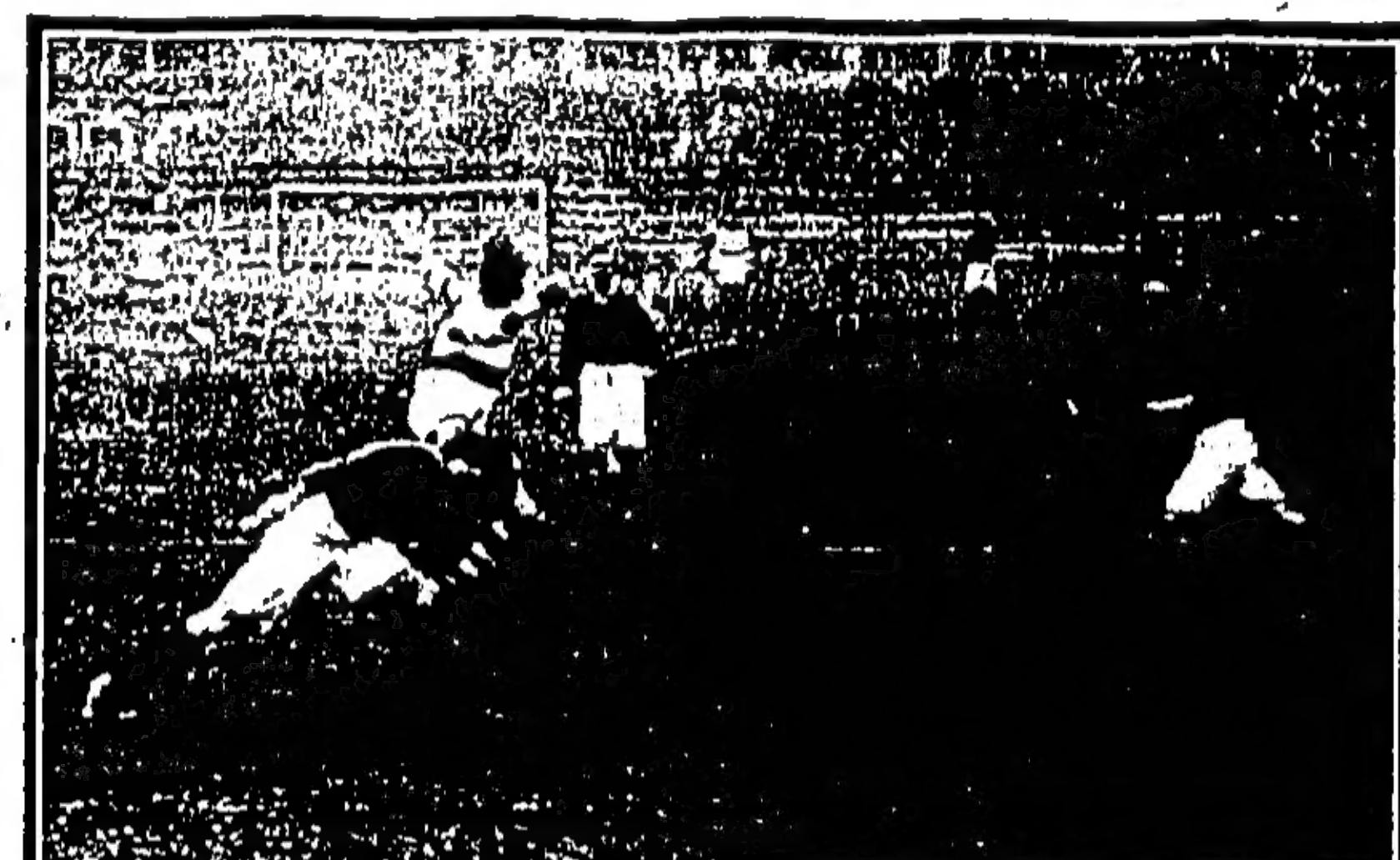
King's Bounty (Mr. Chang up) being led in after winning the Hongkong Handicap, "A" Class, at Saturday's Races. (Photo: Mee Cheung).



Diana Day (Mr. Hill up) being led in by Mrs. Dunbar after winning the Champions Stakes at last week's Race Meeting. (Photo: Mee Cheung).



Woodland Stag (Mr. Quincey up) after winning the Flemington Handicap on Saturday. (Photo: Mee Cheung).



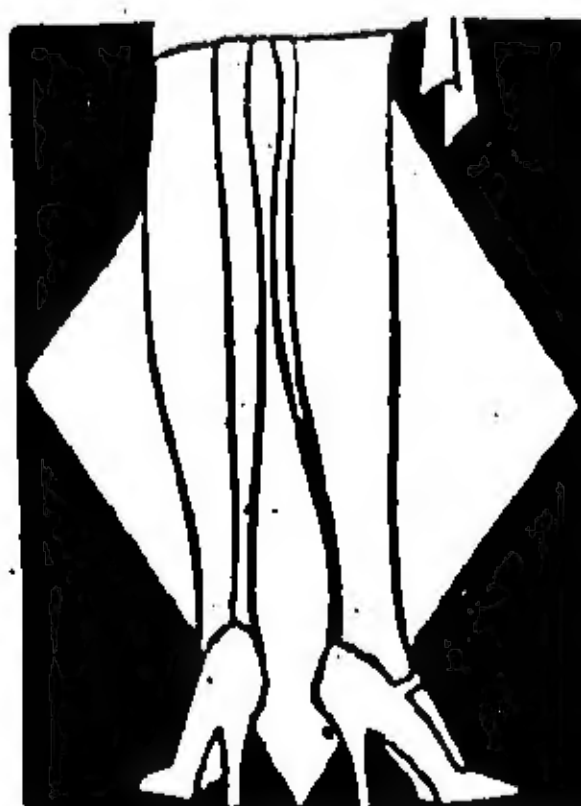
Dowman (Kowloon) heading a low ball to clear from Watson in the Shield match in which Kowloon F.C. defeated Hongkong F.C. by two goals to nil. (Photo: Mee Cheung).



Above are seen, left to right, the first three in the annual Marathon Race organised by the St. Andrew's Young Men's Club. They are L/C Palmer, South Wales Borderers; Pte. Jones Rogers, South Wales Borderers; and A. B. Reason, H.M.S. Cumberland. (Photo: Mr. Jack Grenham).

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 HONGKONG.



The Hongkong Volunteers' cricket team, which recently met an eleven representing the combined League sides is shown above. The match was won after an exciting game, by the Volunteers by seven runs. (Photo: Mee Cheung).



Group taken at the wedding, at St. Peter's Church, of Mr. R. J. Clarke, of the Hongkong Police, and Miss Gladys McClenahan. Mr. R. Gleno gave the bride away. Mme. Ohi was Matron of Honour and Mr. M. Flaherty best man. (Photo: Mee Cheung).

MR. MacDONALD'S FRIENDS. How He Remembered Them.



Mr. Ramsay MacDonald has a reputation for not forgetting his friends of earlier days. At right, Arthur Ponsonby, who is now Lord Ponsonby; upper left, Sir Charles P. Trevelyan, until recently President of the Board of Education; and, lower left, Norman Angell, who was knighted recently.

When British history of these days comes to be written, Mr. Ramsay MacDonald will probably be recorded as the Premier who did not forget. With Scottish tenacity and Scottish loyalty he sticks to his friends.

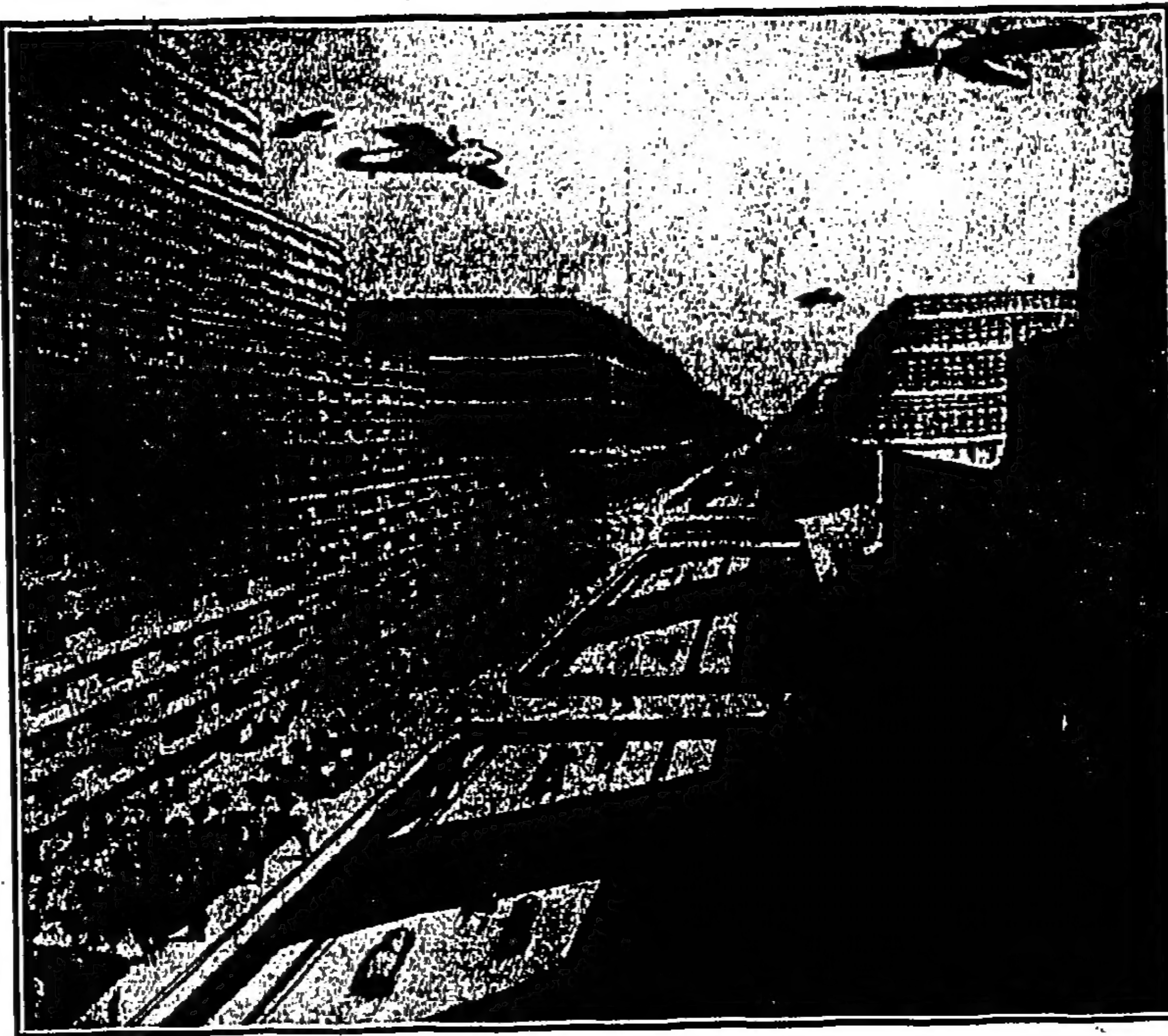
This has once more been emphasized in the list of recent honours conferred by the King upon the recommendation of his Prime Minister. Unlike his Tory and Liberal predecessors, Mr. MacDonald gave very few awards to mere politicians and none to men who contributed large sums to political party funds. But art, music, literature, medicine and the sciences were largely recognized.

And in the list stood the name of Norman Angell upon whom a knighthood was conferred.

To get the significance of this, we must go back to the terrible year of 1916 when England was in the World War to a finish. The mass of people, led by their newspapers and by skillful propaganda, was all for the war, for conscription. It was convinced that all the war guilt lay on German shoulders.

Founded Union for Peace. Just when this feeling was at its height, five friends used to get together and discuss things. They were Ramsay MacDonald, already one of the leaders of the Socialist party; Sir Charles Trevelyan, who had been sitting in Parliament since 1899 as a Liberal

HOW LONDON WILL LOOK IN THE FUTURE.



An architect's conception of London as it will appear to a future generation. The artist is Mr. Oliver Bernard, the well-known consulting architect, an actor in Shakespeare at 16, a seaman before the mast on a tramp, Major in the Royal Engineers, and designer of the stage setting of the attack on Zebrugge at Wembley.

Mr. Bernard's views on the future of London are given in the following article, obtained in an interview by Mr. J. L. Hodson, of the London News Chronicle.

"London," said Mr. Bernard, "is a classic and tragic example of the obsolete city."

"I believe it will be largely re-planned within the next 25 years; the movement in that direction may well begin within the next five years."

"The problem of creating a new London boils itself down, in the first place, to redistribution of space divided between buildings and thoroughfares."

"The present standard of the country a pamphlet without permission of the war authorities. He was sentenced to six months imprisonment. Mr. Ramsay MacDonald lost his seat in Parliament in the next election."

Then time in its whirligig brought its consolations. Mr. MacDonald came back to the House of Commons. Mr. Morel was elected an M. P. from the Scottish town of Dundee, dying a year later. But the others are still alive, and have come into their own.

average space allowed for thoroughfare compared with that of buildings is about ten per cent. of city area; in other words, buildings occupy nine times as much space as thoroughfares and other open spaces.

"This is fundamentally absurd. In the future, I believe it will be found necessary to devote at least 30 per cent. of city areas to roads and open spaces. Coupled with that will be the need for increasing the standard height of buildings."

"The existing standard height for London is 80ft. In the London of, say 1956, the height should be 500ft. I see no real necessity for the latest New York heights of 1,200ft."

"What I foresee happening to our sprawling buildings, side streets and backyards is this: He took a large flat circular match box. 'It will be as if we compressed this box considerably, reducing its diameter at the base and forcing its bulk upwards, leaving an increase of space surrounding an ascending and far more accommodating structure.'

"The second essential for new London is the double deck road. All mechanical locomotion and goods traffic should operate on ground level, and all foot passengers on the first floor or overhead level."

"In practice that means wiping out ground floor promenades."

"Main thoroughfares should be 150ft. wide for mechanical transport—that is a good standard width for speedways, passenger and goods traffic. (Regent-street is 85ft. wide). The upper deck or promenade will be open down the centre and bridged at necessary intervals and intersections of thoroughfares."

"There will also be terraced promenades at certain elevations."

I asked him what the effect of aerial transport is going to be. He said: "It is going to be the final influence on building construction."

"Everybody will fly, before this century ends, and take-off and landing places for millions will set the key plan of future cities."

"Much depends on actual aeroplane development. The human leucous of to-morrow may carry the implements of flight with him; helicopters may make it easy, before long, to alight on or rise from our own balconies. We must look to individual requirements in this respect, rather than to general ones."

His view concerning Thames bridges is that they also should be double-decked. "They are the main arteries that have been least considered. Some are thoroughly inadequate, such as London, the Tower, Waterloo, Westminster and Blackfriars Bridges; while others—Southwark, for example—are scarcely used."

"We have an opportunity in Charing Cross Bridge to follow the right idea. Sir E. Owen Williams' design and plan are the only ones that attack this vital problem."

"Some bridges must go, given

others constructed on correct lines and centres. Southern and northern railheads must each be amalgamated and electrified. Electric power must radiate from actual sources of supply—the coal mines and water heads; the ridiculous transportation of coal to millions of firesides must cease, and the disastrous waste of fuel consumption and energy will end in the organisation of all energy."

20 Miles of London.

The re-planning of London should extend, he said, to a twenty miles radius. "I don't foresee any diminution of the business or residential areas of London."

I asked him to speak of the appearance of the new city and the materials of construction.

He said: "London will be far more picturesque than it is today. Promenades will give uninterrupted views and perspectives of gorges formed by uniformly terraced sky-scrapers; avenues of trees and gardens will lend character and beauty with their health-giving amenities."

"The primary materials of construction will be concrete, steel and glass. Glass will play an enormous part in the construction and character of future cities."

"The London of the future will be a glittering wonder of human development; it will be lighter and brighter, by day and by night."

"Cities of the future will have a character of their own, a magnificent uniformity, as distinct from the patchwork and petty personalities which are expressed throughout the buildings of cities to-day. It is difficult to speak with certainty about colour, but concrete, of course, is in appearance a light material and plastic. The fluidity of concrete, steel and glass will manifest their affinity in brilliant and mass formation."

Will the Abbey Go?

I inquired how Westminster Abbey and St. Paul's would fit into this scheme.

"I imagine," said Mr. Bernard, "both will be swept away. It depends on the rate of our social development. But it is conceivable that St. Paul's may fall down—collapse—within the next 50 years. As for Westminster Abbey—when the futility of monuments is finally demonstrated, even this may go. The view that monuments are futile is, I think, bound to come very soon."

"I should like to emphasise that the whole problem of rebuilding London is not primarily one for the architect or the engineer; it is a question of lighter social understanding and a more spiritual outlook on life; we need and must expect an extraordinary readjustment of ideas of Government."

"You can only rebuild London through a collective right and determination to do what is best for all, not best for the private individual."

"So far as compensation goes,



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that Gibbs Dentifrice ensure by guarding teeth

Sunny hours of happy laughter fill every day when health abounds. Gibbs Dentifrice guards that priceless boon—by guarding teeth. Many men, many women have perfect teeth to-day because in childhood they acquired the habit of using Gibbs Dentifrice three times a day. That delicious sense of cleanness delights them as much now as it did of old—as it delights children to-day.

Teeth might well be perfect when cleaned so thoroughly—polished so gently, yet surely. Nothing that could cause decay escapes that fragrant foam. Delicious the tonic refreshment of mouth and gums—delicious the sense of well-being.

Such a little tin—so handy—so neat. Contains so much cleanness. Take it with you—wherever you go.

Gibbs Dentifrice

BRITISH MADE



Your teeth are Ivory Castles

defend them with Gibbs Dentifrice

A.P.B. 4.

at the present rate of depreciation through congestion, property would in time become almost valueless. A process of revaluation must come into operation."

Mr. Bernard's ideas, it will be seen, are revolutionary and sweeping. The by-passing of main roads and streets, in his view, can only be preliminary to tackling the problem seriously. "Just, he said, 'as our futile traffic control is a preliminary."

"London certainly cannot endure the present process of strangulation much longer—unless we are all prepared to end in poverty or lunatic asylums."



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TYPHOON



BURGLARY



First Fashions for Easter

Now is the time for all good women to plan their spring wardrobes, and here begins a series of pages giving you the benefit of free suggestions from the world's foremost fashionists



I. any between-season party will be remembered through Lent if you wear an intriguing black lace gown like this, with pointed ruffles and curved slip.



LOTHERS bring new life to faded winter wardrobes with a welcome suggestion of spring-time.

This is the season when occasional days of warm sunshine arouse impish desires to skip along the staid city streets, and when vagrant breezes suggest an expedition in search of the first spring flowers. Everything connected with winter seems a little dreary and passe, and nothing, surely, is as depressing to a feminine eye as the last and remnants of the winter wardrobe. The reckless voice of spring counsels us to toss aside all our winter clothes and dash forth to purchase a whole new trousseau.

But stop! Winter has not slunk away for good. Those gay new clothes will often hang mournfully in the closet, and when Easter comes with its full array of new fashions, your dazling but premature collection of spring clothes will be dreadfully familiar and tame.

This does not mean that you must resign yourself to your fate. Your winter wardrobe can bloom again, with the aid of a few skillful additions that will not take away the zest of Easter shopping. If you select carefully, a few frocks will supply all the glamour of novelty and form the basis of a clever spring wardrobe.

BEWARE of anything too extreme: smartly conservative and wearable clothes will be chic both later on and now.

Colors may be gay and springlike, yet blend with heavy coats—black and white or navy blue, for instance, are always appropriate. It is not too soon to venture a print dress, and the details of neckline and sleeve may be refreshingly new, for Paris promises the greatest variety of fascinating collars, scarves and capes.

Street dresses may reveal the wide sleeve that will be so smart later on, and short sleeves are already considered very chic in Paris, so you may indulge in a short-sleeved silk frock now, and still be seasonable in several months.

Lace or crepe make the transition in evening clothes, and an amusing little velvet evening jacket may be as smart and practical now as it will be in late spring. A new and seasonable note is achieved by combining wool crepe and silk crepe, and a warm but furless coat may be worn right through the season. A hat that is a little larger or a little lacier will do amazing things to one's costume and one's morale.

I. LACE belongs everywhere—at Palm Beach, at winter social affairs—yet it is one of the most delightful spring and summer evening fabrics, so naturally we suggest a graceful gown of black lace for the between season. This gown shows the becoming lengths to which fashion will go—just touching the floor in back, just revealing the slipper in front.

The curved line of the slip is most becoming. Two pointed ruffles at the hips are repeated in a ruffle accenting the pointed decollete in back. The jewelry worn with this gown is



II. If you want to welcome Easter in a new style choose a black, collarless coat, which increases its effectiveness if worn with a gay printed dress.

of crystal, with small plaques of gold, harmonizing beautifully with the costume.

II. OVER a frock, short-sleeved, of course, of green, yellow and black printed silk, is a worn one of the new collarless coats. It is surprisingly warm, although amusing little openwork petals reveal glimpses of the fabric beneath. The frock has a large collar of white silk embroidered in color and little ruffles at the hip. This coat and dress are charming, with a wool lace hat featuring a tiny brim and a black and white feather cockade.

III. A LOOSELY-WOVEN black and white tweed makes the skirt and bolero of this suit. The selvage is used very cleverly in trimming the jacket and front of the skirt. The broad leather belt shows the new emphasis on elaborate buckles and the draped neckline of the wool blouse is also smart. A motif of black checks ornaments the blouse. This frock could be worn under a coat now and blossom forth in full splendor a little later.

IV. WOOL crepe and silk crepe are smartly combined in a frock of Chanel red that will look well under a fur coat on cold days and bloom anew under a spring coat. The silk yoke of the blouse, tying in a large bow, meets the other fabric in a deep V, and the V motif is repeated in the cutting of the skirt and sleeves. The flaring sleeves will be very popular all through the spring season.

V. ANOTHER evening gown that is miraculous in its adaptability is of rich white



grand duchess of Russia, now style advisor to Bergdorf-Goodman, New York, creator of all the models shown on this page.



III. to get a full share of attention in the pre-Easter parade here is a loosely woven black and white tweed suit.

crepe, cut on simple but striking diagonal lines. It can vary infinitely according to the accessories that are worn with it. A tiny black velvet jacket with a pert little flare at the waist, and graceful, full sleeves is lined with white taffeta, and interlined for cool spring nights. A necklace of five rows of small pearls with a pendant ornament and two bracelets of exquisite workmanship using pearls together with brilliants lend the finishing touches.

VI. A FROCK of black wool features a springtime touch in its gay silk scarf of black and white polka-dots. Modified leg of mutton sleeves fasten with tiny jeweled buttons and the belt has a matching buckle. The neckline opens into wide revers. With it is worn a handsome silver fox scarf and a brimmed black felt hat which lend just the proper effect of chic to this delightful costume.



VI. there's a breath of returning adventure in the black and white polka dots of the gay silk scarf which is a feature of this black wool dress.



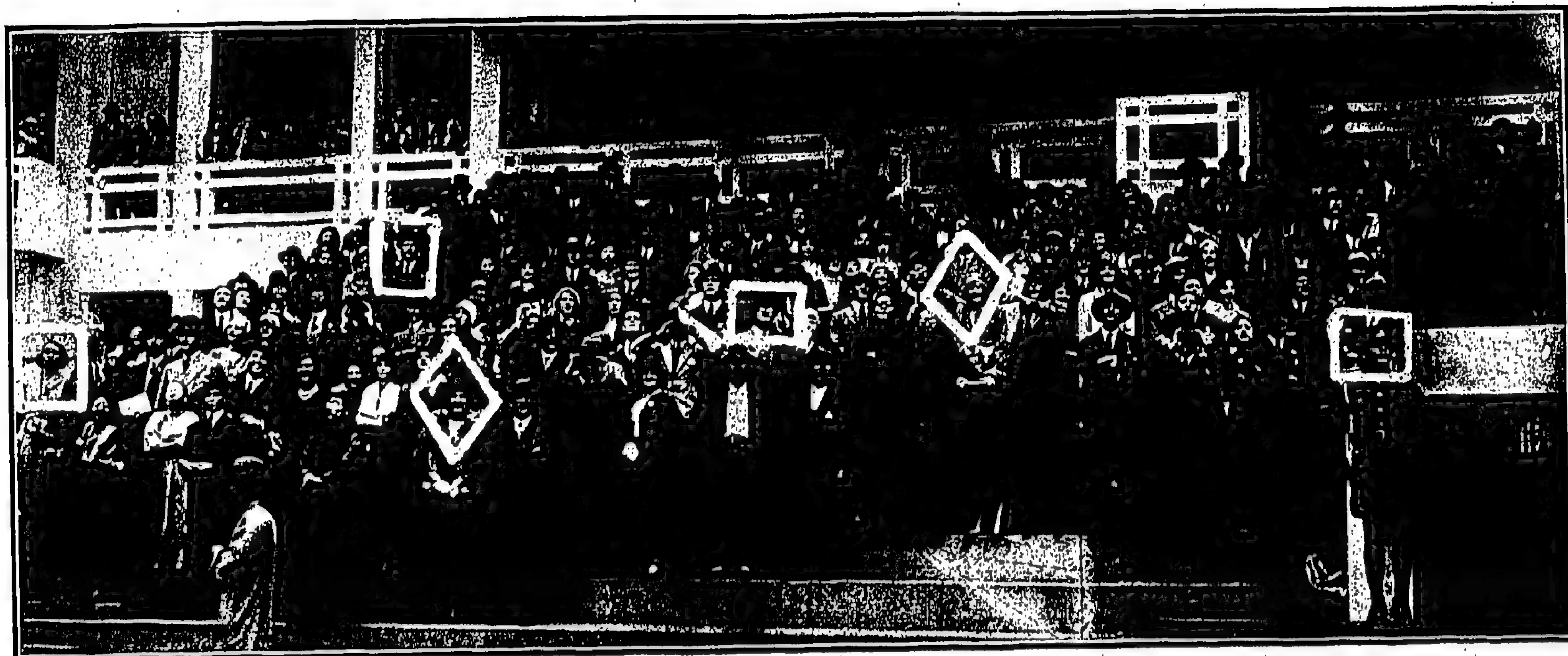
V. and here is a new touch in a black velvet jacket for spring-like evening affairs, worn with a gown of rich white crepe.



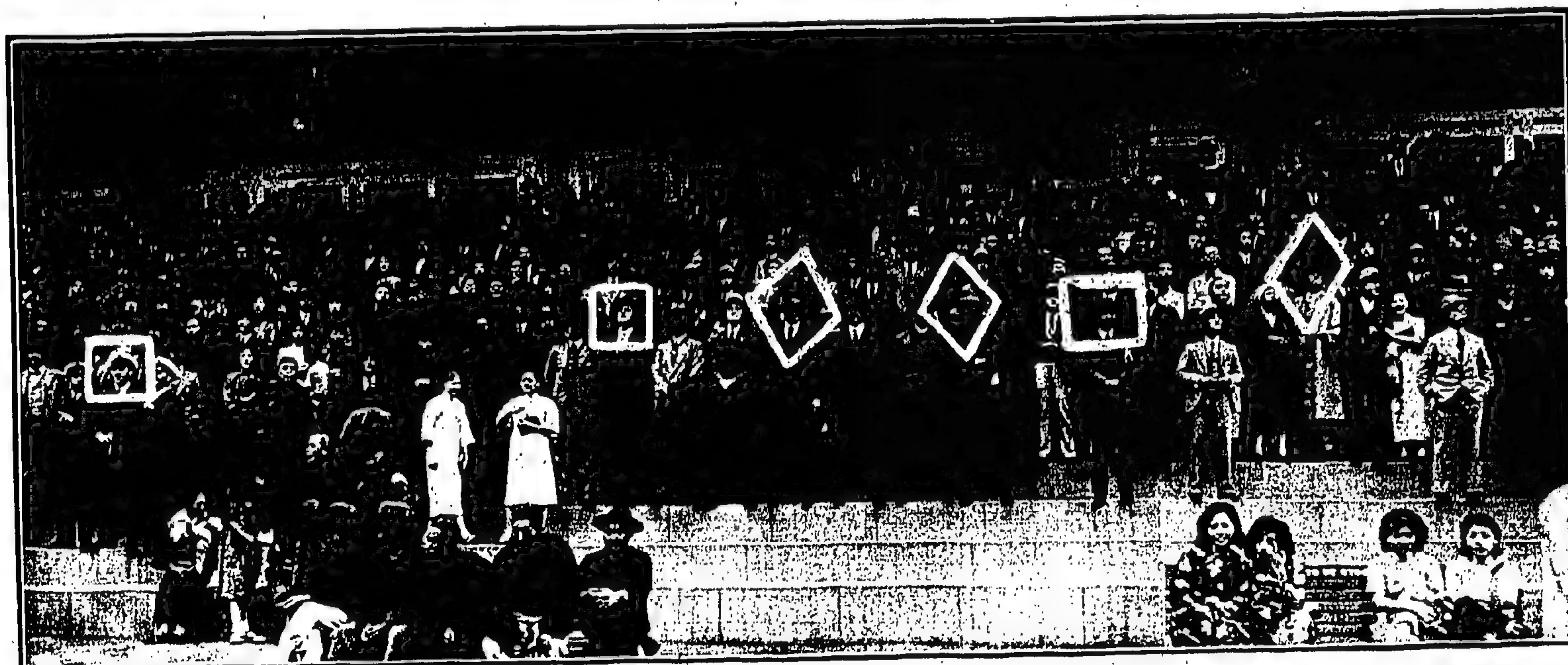
IV. flowers that bloom in the spring can't be more colorful than this wool and silk crepe frock of vibrant red.

"They're All on The Favourite"

DEWAR'S



Are You One of The Lucky Ones?



Messrs. A. S. WATSON & Co., Ltd. will have pleasure in presenting a bottle of DEWAR'S VICTORIA VAT or WHITE LABEL WHISKY, to every person indicated by a White Frame in the above Pictures taken at the Race Meeting. Victoria Vat to those enclosed in White Diamonds and White Label to those in White Squares.

A. S. WATSON & Company, Limited.

THE NEW STUDEBAKERS.

70-Horse Power: Free Wheeling System.

A new Studebaker Six, redesigned as to appearance and equipped with free wheeling and a positive gear control, is announced by Studebaker, and displayed by Hongkong Hotel Garage local Studebaker agents. The new model, with its 70-horsepower engine, is the most powerful car ever offered at such a low price.

The introduction of free wheeling last summer in the new series President and Commander Eight won such unprecedented public approval that two months later a new series Dictator Eight was announced embodying this remarkable advancement. The immediate success which attended this move convinced Studebaker of the feasibility of offering free wheeling throughout its entire line. Hence the new Studebaker Six.

Free Wheeling with positive gear control, manufactured under Studebaker patents, is now made available to thousands of motorists who, fully convinced of its sound advantages, were unable to enjoy them heretofore because of economic reasons. These advantages have been demonstrated so conclusively during the past few months, that many leading automotive authorities now contend that it is only a question of time before all motor cars will have free wheeling.

The Studebaker free wheel unit is an integral part of the transmission, and is extremely simple and sturdy in design. It replaces the high and second speed slider gears of the conventional transmission, the only additional units employed being the constant-mesh helical gears on the mainshaft, which provide a degree of silent operation hitherto unknown.

The salient features of free wheeling are briefly summed up in a new degree of driving thrill, new easy shifting of gears without the use of the clutch, new standards of operating economy, and a new degree of safety. The provision of conventional engagement in all gears makes the full braking power of the engine instantly available.

Seven body types are offered on the 114-inch wheelbase of the new Studebaker Six. These include a five-passenger, four-door Sedan; Regal Sedan for five; two-passenger Business Coupe; Coupe for four with rumble seat; Tourer and Regal Tourer, both with folding tops; and Roadster. Save for the Business Coupe, Roadster and Tourers, which are finished in leather, upholstery is of fine fabric. Regal models are equipped with six wire wheels, two in front fender wells, and a folding luggage grid.

Body lines have been completely redesigned. The new radiator and body treatment conforms closely to that used on Studebaker's larger eight-cylinder models. The new sloping radiator is of the same design which evoked such favourable comment in the new series President and Commander Eight last year. It is equipped with the same high turbulence air deflector in the grid which provide for better air circulation.

The headlamp tie-rod is out of sight in the radiator shell. Large headlights of harmonious design, large, flat radiator cap and modern double-bar bumpers with the characteristic dip in the middle to leave the new radiator treatment unobscured, reflect the vast improvement which has been made in body design.

Bodies are of welded steel over selected hardwood foundation and permit all-round visibility. Double-drop frame construction achieves lowswung smartness, and at the same time increases safety by lowering the centre of gravity. Extra wide doors permit easy entry and exit. Ample headroom, elbowroom and legroom are provided.

Sweeping body lines are smartened by wide-crown fenders, graceful windshield pillars topped with a jaunty polo cap visor, and chromium brightwork. Roof quarter panels give a more tailored appearance and make the roof appear lower even though there has been no actual reduction in headroom height. The new selection of colours is authoritative of fashion's trend towards the more sombre shades.

Spaciousness is matched by interior comfort and luxury. Arm rests are standard in the rear seats of all closed models. Silken shades at back and rear quarter windows, as well as dome light, heavy tonneau carpet, and polished robe and foot rails are provided in the sedans. Storm curtains on the Tourer may be left in an upright position, with the top down, to serve as a windbreak. A curtain compartment is located directly back of the back seat back in this model.

Front seats and steering column are adjustable. Clutch and brake pedals are equipped with heavy rubber pads. The steering wheel is the new three-spoke, steel core safety type with comfortable thin

erip. Wind-shields are full-ventilating, with additional ventilation provided by cow ventilators.

Fittings include an automatic windshield cleaner with concealed mechanism; electric lock to ignition, the key of which also operates doors on closed models; rear traffic signal light, combining stop and tail lights in one compact unit; commodious cowl pockets with quick-snap flap. Instruments, including an 80-mile-an-hour speedometer with 100,000-mile odometer, hydrostatics gasoline gauge, oil pressure gauge, ammeter, and engine thermometer, are grouped under glass and indirectly lighted.

Though unchanged in power and performance, the motor of the new Studebaker Six has undergone certain surface refinements. These changes are primarily changes of location in engine units and units of the accessory drive shaft assembly, and are made for longer life of parts, greater accessibility and closer uniformity to Studebaker engine design.

Valves have been moved from the left to the right side of the engine block. In this position they are far more accessible. The water pump and fan are now combined in a single unit on the front of the engine and driven by a V-belt in a triangular drive. The distributor, located on the left of the engine block, is now operated through an angle drive from the camshaft. These changes greatly increase the life of the necessary drives.

In operating efficiency, the new Studebaker Six engine remains the same. Its engineering perfection and remarkable power offered ample evidence of championship performance in a number of record-breaking tests during the past year.

Powerplant of the new Studebaker Six is a six-cylinder, I-head type, cast in bloc, developing 70 horsepower at 3200 r.p.m. Bore and stroke are 3-1/4 x 4-1/8 inches, giving a piston displacement of 205 cu. in. Connecting rods, 10 1/2 inches long, are drop forged from selected steel, with shimless bearings babbitted direct to steel. Rods and pistons are matched in sets for perfect balance.

An outstanding feature of the new car is the engine vibration damper, rubber-driven for prolonged maintenance of accurate setting. It subdues motor vibration and contributes to marked smoothness. Smoothness is further enhanced by the heavy, counter-weighted crankshaft, statically and dynamically balanced, and rubber engine mountings which minimize the transfer of engine vibration to body and frame.

Camshaft is operated by silent chain drive. Valves are of special alloy steels—chrome nickel steel for intake and silchrome steel for exhaust—and are operated by mushroom type pushrods and cooled by ample water passages in the cylinder.

Lubrication is full-pressure feed to main, connecting rod and camshaft bearings from gear type pump with screen filter. Oil filter insures clean oil at all times, and constitutes a safeguard to the efficiency of the force feed lubrication. As in other Studebaker engines, the oil need only be drained at 2500-mile intervals.

A 1-1/4 inch single tube carburetor is used. High turbulence manifold controlled for seasonal variations in temperature, insures perfect distribution of the incoming gasoline vapor and contributes to marked fuel economy. Semi-automatic choke control prevents overuse of the choke and consequent dilution of oil in the crankcase.

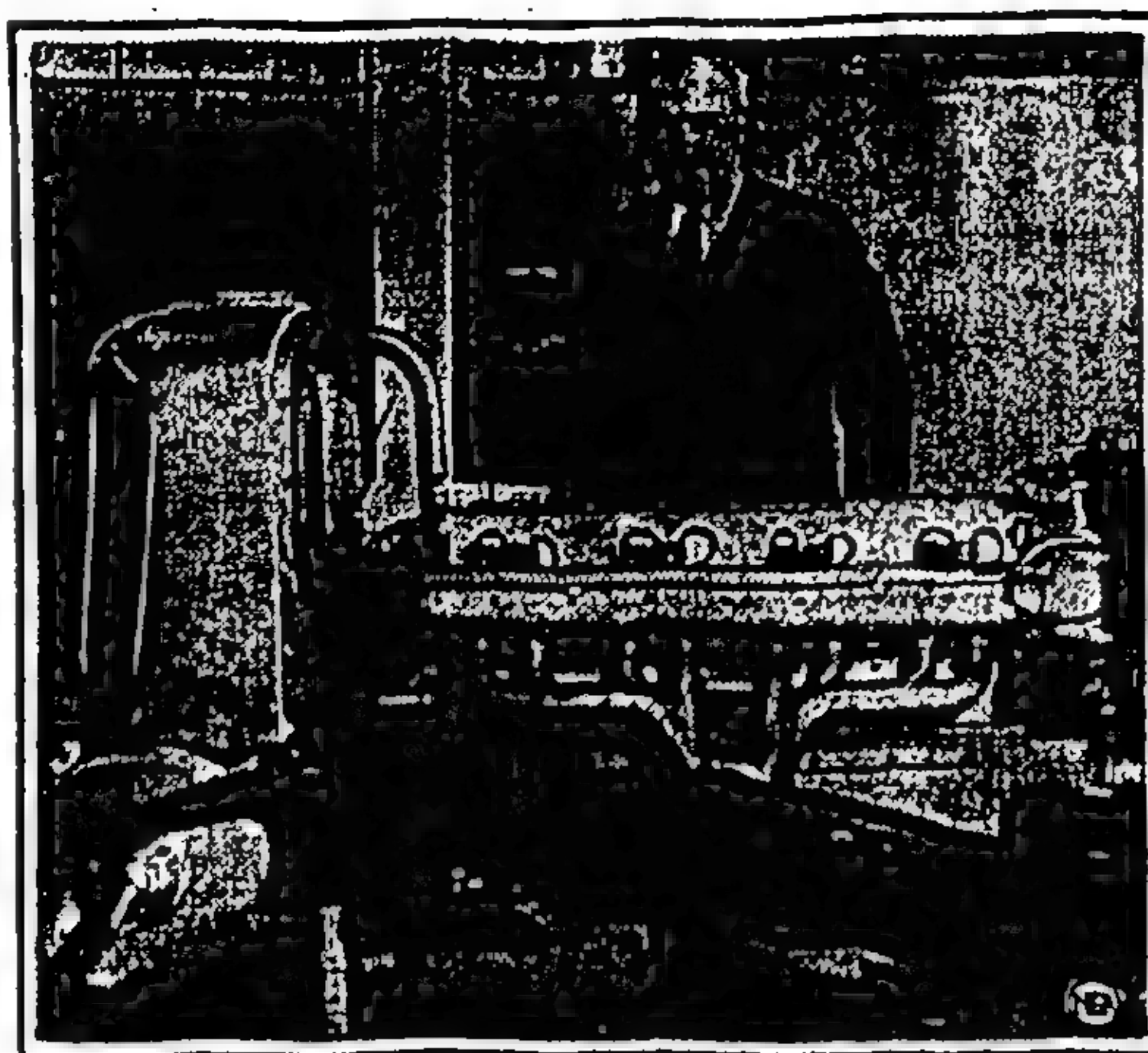
Ignition is Delco-Remy. Current is supplied by generator and 90-ampere hour Willard battery. The distributor is driven by an auxiliary shaft. Distributor head and spark plug wires are water-proofed with rubber caps. Starting is likewise Delco-Remy, with Bendix drive. The starter button is on the dash.

Gasoline is supplied to the carburetor by fuel pump equipped with a filter. The fuel pump insures constant, adequate flow of gasoline, regardless of speed or grade. The filter prevents foreign matter from entering the carburetor or combustion chamber. A hydrostatics gasoline gauge is located on the dash.

Cooling is by centrifugal pump, belt-driven in conjunction with the fan assembly. Tubular radiator, as used by Studebaker for years, provides even operating temperatures. It is cooled by a four-blade fan on an adjustable mounting. The water pump keeps 3-1/2 gallons of water in constant motion, circulating 38-1/2 gallons per minute at 40 miles per hour. A thermostatic control unit in the cylinder head retards the water flow until the motor has reached efficient operating temperature.

The clutch is the improved single plate dry disc type with torsional damper. Ten coil springs and

NEW 16 CYLINDER ENGINE.



Harry Miller and his 16-cylinder engine in a Cord front-drive chassis.

Los Angeles, Calif., Feb. 14.—Five hundred horsepower—125 miles an hour—are what the new 16 cylinder motor, designed by Harry Miller and now being installed in the chassis of a Cord front-drive automobile, is expected to do.

Miller, noted for his front-drive racers, has been working secretly on this motor for the past several months and expects to have the car on the road in a few weeks. The new motor is expected to give a passenger car the speed and power of a racing car without losing the advantages of comfortable passenger travel.

The idea for this motor was conceived by Miller when Billy Arnold, driving for Harry Hartz, won the Indianapolis Speed Classic last year. He was driving a special built Miller with an eight cylinder engine. The new engine which Miller has built for passenger cars is really two of these eight cylinder racing engines combined so as to form a 16 cylinder V-type motor.

The motor has a displacement of 302 cubic inches and a stroke of 7 1/2 inches with a bore of 2 3/4 inches. It develops 300 horsepower and, with the installation of a super-charger that Miller intends to make, will produce 500 horsepower.

Has Eight Carburetors! Eight special carburetors have

been designed—one for each two cylinders. A special oil feeding apparatus, that Miller has used previously on racing cars but has never appeared on passenger cars, is being installed.

A five gallon tank of oil is kept under the dash and this feeds direct to the motor. Passing through the motor the oil is pumped through a pipe line running vertically through the radiator of the car and thus cooled before being returned to the tank.

This feature alone is expected to withstand the increased speed of the car, since the oil does not break down under the terrific heat generated by a high speed motor and prevents parts wearing out through friction.

Will Cost \$10,000.

A Cord chassis and body is being used to install the first motor. The new car retains the front wheel drive.

Miller has no plans at present as to what he will do with his new car in a commercial way. He estimates he can turn out a custom built job in a Cord chassis for around \$10,000.

To take care of the high speed Miller has installed special brakes on the car. They're like ordinary brakes except that the bands are of metal instead of an asbestos compound. They have a larger braking surface.

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THE SENSATION OF THE
NEW YORK SHOW

FUELS FOUND IMPROVING.

Bootleggers of Petrol Profitting: Misuse of U.S. State Tax Receipts.

Better fuels and lubricants, with plenty of both, if not too much. The keenest competition known to the business world, plus the expectation of little, if any, increase in demand, keeping prices at reasonable levels, if not below, writes Victor H. Seaton, Assistant Director, Department of Public Relations, American Petroleum Institute.

Cheap fuel, increased travel and a growing, unprotesting motoring public encouraging legislators to lift gasoline tax rates to unreasonable levels.

Construction of many miles of good permanent highways; of poor "political" and temporary roads, and the improvement of many more miles that should have been permanent, with the motorist paying more than half the bill.

Strife between the States and the Federal Government as to which should get the lion's share of gasoline tax income or which should spend it. Further diversion of tax money that the motorist thinks he is paying for roads to such commendable but quite unrelated purposes as education of the young, conservation of the oyster, propagation of the fish, reduction of the general tax rate, erection of State buildings, upkeep of State departments, purchase of water sheds and such other schemes as may be devised for distributing revenue collected ostensibly for a single purpose.

This is the motoring picture for 1931, as painted in gasoline and oil.

There should be available on April 1, 1931, when the motoring season opens, some forty to fifty million barrels of gasoline (1,680,000,000 to 2,100,000,000 gallons), or enough to fill the fuel tanks of all the motor vehicles in the nation for a whole month. Stocks of this magnitude have been recommended by the petroleum industry to the Federal Oil Conservation Board's Voluntary Committee on Petroleum Economics as suitable for the date, after a study of the economic situation in the period between October 1, 1930, and April 1, 1931. Refiners may have difficulty in meeting that figure because it means curtailing activities.

More Efficient Production in Refineries.

With 85 per cent. of the world's refining capacity in the United States and the 400 refining plants geared to continually increasing production to meet the hitherto constantly growing demand, the tendency is to overshoot the mark. Potential daily capacity of the refineries is around 3,700,000 barrels, or 157,000,000 gallons, and it is estimated that they need to operate only at 50 to 60 per

cent. of capacity to provide these stocks and at only 75 per cent. of capacity to provide for any normal increase in demand. Demand for early 1931 has been estimated at only 1.2 per cent. higher than that of 1930, as compared with the average yearly increase of 7 to 9 per cent.

A plentiful supply of gasoline is assured because the refiner constantly is increasing the percentage obtained from crude oil. The 39.36 per cent. gasoline yield of 1929 probably crossed the 40 per cent. mark in 1930, not only through further development of straight-run, but also through the improvement of "cracking" processes whereby it is possible to obtain gasoline in quantity from the heavier products left after straight-run distillation. But continued production of these heavier products presents another problem. Out of a 42-gallon barrel of crude oil the refiner obtains 16.63 gallons of gasoline, 2.43 gallons of kerosene, 19.05 gallons of gas and fuel oil and 1.46 gallons of lubricating oil, with some wax, coke, asphalt and loss.

Thus in meeting the demand for gasoline the refiner has to make and try to market these other products. Growth in popularity of domestic and industrial oil heating is helping him to dispose of fuel oil. "Hydrogenation," a supplementary refining process, through which it is hoped to squeeze still more gasoline from the heavy products left by straight-run distillation and "cracking," promises further aid. Its sponsors claim a 100 per cent. production of gasoline, which, if established in actual practice, would largely eliminate overproduction of the residues. A number of refiners have been licensed to use the "hydrogenation" process.

Gasoline Filling Stations on Every Corner.

Quantity being assured, the motorist is interested in quality. Keen competition has seen to the matter of quality. Also, with filling stations in a large percentage of the corners not occupied by miniature golf courses, it would be folly for a company intending to stay in business to sell inferior gasoline. Furthermore, the United States Bureau of Mines makes a semi-annual survey of gasoline sold in the open market, purchasing such fuel at various and sundry filling stations throughout the country.

The conservation board has explained, "is primarily to delay the coming of the day when an impending shortage of crude oil will cause a radical advance in the prices of refinery products the public buys. It matters not

whether the oil reserves of the United States are five times a billion barrels or twenty times a billion barrels, the supply is limited and cannot be increased. Even the most generous estimates place the date at which our oil reserves will be practically depleted, under present rates of consumption, in the comparatively near future."

Probably a reason for the motorist's apparent thoughtlessness as regards conservation, and his scorn of economy, has been his fond belief that whenever his fuel tank ran dry he could coast into a filling station. There are substantial grounds for his theory. It is estimated there are in this country alone more than 350,000 filling stations and 700,000 gasoline pumps. That means about one station for every 80 vehicles and one pump for every forty.

The trend is also for gasoline marketing companies to operate their own stations and so control the service provided for patrons. The business of fueling and lubricating motor vehicles has become one requiring training, experience, ethics and business judgment. Marketing companies have become convinced that they have not only an interest in but a responsibility for making certain that their patrons are supplied with petroleum products adapted to their particular needs; that these products properly are represented and sold, and that the necessary service is correct and complete. Practices not only unound, unethical and uneconomic, but unsafe and unwholesome from the motorist's point of view, came into being with the rapid increase in the number of service stations, and in order to free the retailing of petroleum products of the unfair and unethical competition by which both industry and public suffered a National Code of Practices for Marketing Refined Petroleum Products was put into effect.

Met by Industry.

With these newly developed methods of distribution in operation, it is believed that the industry will, to a degree, be able to meet steadily rising costs of production. And there is no doubt that from field to market production costs have been rising. Forty years ago a 1,000-foot well was a "deep hole," and twenty years ago 1,500-foot wells were the average. To-day wells of 1,000 and 5,000 feet in depth are being approached. Driller costs, annually, \$500 a day, increase enormously as the drill sinks to the lower levels, and the comparatively few days, or weeks, once needed to complete a well lengthen into months. Machinery and tools must be stronger, more labour is required, and unusual earth conditions in the form of high temperature, high water, gas pressures and the like often are encountered.

Bootlegging has come into the gasoline business largely through the increase in competition and the gasoline tax rates. In both cases, the objective is greater profits, and both, to the public as well as to the industry, mean greater losses. "Bootleg gasoline" is of two kinds. One is gasoline brought into a State, usually under cover of darkness, for the purpose of evading the gasoline sales tax. The other is "gyp" gasoline, often inferior in quality and sometimes harmful to automotive power plants, unlawfully substituted in dispensing devices bearing the trademark or brand name of established companies.

Usually it is marketed at cut prices, a move to meet competition in a business that measures its profits per gallon by the current quotations on postage stamps. It may be gasoline hastily and carelessly manufactured, a menace to any motor because of the danger of damage from lack of proper volatility or the presence of corrosives, such as sulphur. Again it may be wood gasoline, but "cut," or adulterated, by blending with some cheaper product, such as kerosene, to increase the quantity and meet the requirements of bargain counter prices.

Such gasoline is not to be confused with that marketed at "distress sale" prices by some refiner who has produced too well but not wisely as regards quantity and must move his product to avoid the high cost of storage. Nor must it be confused with unidentified fuel, that is, lacking a brand name, marketed by reliable dealers. But buying "gyp" gasoline is a risk, because the purchaser faces the possibility of damaging his motor, and he seldom gets a bargain, because the product is poor and cannot give good results. Normally the risk may be avoided by exercising average caution and by trading with established dealers known to handle reputable goods.

Gasoline Bootleggers' Schemes for Evading the Tax.

The story of gasoline bootlegging to evade payment of the gasoline tax is merely the introductory chapter to the whole story of the growth of what is probably the greatest sales tax known to history. It is the story of tax rates

and revenue pyramided, of income distributed and dissipated, until the motorist has taken on his shoulders the burden not only of meeting more than half the cost of his car, but of contributing his share if not more to the education of the young, the conservation of the oyster, the erection of State buildings, the purchase of State water sheds, the propagation of fish, the reduction of other taxes and the building up of reserve and general funds to be used for any purpose.

The gasoline bootlegger, in numbers and profits, appears to be growing. In fact his racket has assumed the proportions of a prosperous business, if an income of several million dollars a year is indicative of prosperity. His activity is based on the fact that, while the established gasoline dealer has an average profit margin of 2 cents per gallon and the States levy gasoline sales taxes of from 2 to 6 cents per gallon, the retail profits on gasoline can be increased to 4 or 8 cents per gallon simply by evading the tax.

There are other bootlegging schemes. The harbours and bays of the coastal States afford excellent facilities for bootleggers operating tank ships, or rebuilt tank vessels, to land and deliver fuel with small chance of detection. Shipping gasoline in tank cars labeled "distillate," which is non-taxable, is an old scheme, but risky. Less risk attends the practice of using such low-grade fuels as distillate to "water" and consequently increase the contents of gasoline storage tanks. Nor does moving bootleg gasoline by night in trucks involve great risk. There is little doubt but that in some thinly settled sections it is trucked by day.

These are not isolated instances of gasoline bootlegging, but only a few of the many schemes given more or less prominent mention in the daily press. Nor are gasoline bootleggers few in number. In Cook County, Ill., press reports show that a grand jury recently indicted thirty-eight persons accused of evading gasoline tax payments by some such methods. It was estimated that the loss to the State in the Chicago area alone exceeded \$2,000,000. In Indiana, the State was called upon to investigate the activities of gasoline marketers who had been importing from Illinois tank cars of gasoline labeled "distillate." Back taxes of \$10,000 were obtained from one company. A somewhat similar case, involving some \$125,000 in back taxes and penalties, appears to have been settled for \$20,000 cash and a promise to pay \$5,000 additional within a specified time. It was estimated that bootleg operations involved more than 5,000,000 gallons in Northern Indiana alone.

Diversion of State Gasoline Tax Revenues.

Somewhat akin to tax evasion, is the matter of diversion of gasoline tax revenues. In many States such diversion of funds complies with the letter of the law, if not with its spirit. From the conception of the gasoline tax in Oregon in 1919, the fundamental purpose has been to finance the construction, maintenance and improvement of highways. But so popular has been the levy, and so painless its collection, until rates of 4, 5 and 6 cents per gallon were reached, it was only natural that legislators should come to look upon it as a bountiful source of limitless revenue. Evidently, it has been too great a temptation to dangle before the eyes of hungry Legislatures. At any rate in 1926, seven years after the tax first was levied, \$9,074,466 of the gasoline tax income was diverted to purposes other than highways, and some of it to purposes quite unrelated to highways. Two years later, in 1928, the amount diverted to miscellaneous purposes had climbed to \$18,491,754. In 1929, tax revenues so diverted, reached \$24,495,027, and the total diversion for 1930 probably will be close to \$30,000,000. A comparison of the tax income and tax income and tax diversion each year clearly indicates that 6 per cent. or full interest on the money the motorist supposedly is paying for highways, is spent, partly on city streets, but mostly on other projects.—Exchange.

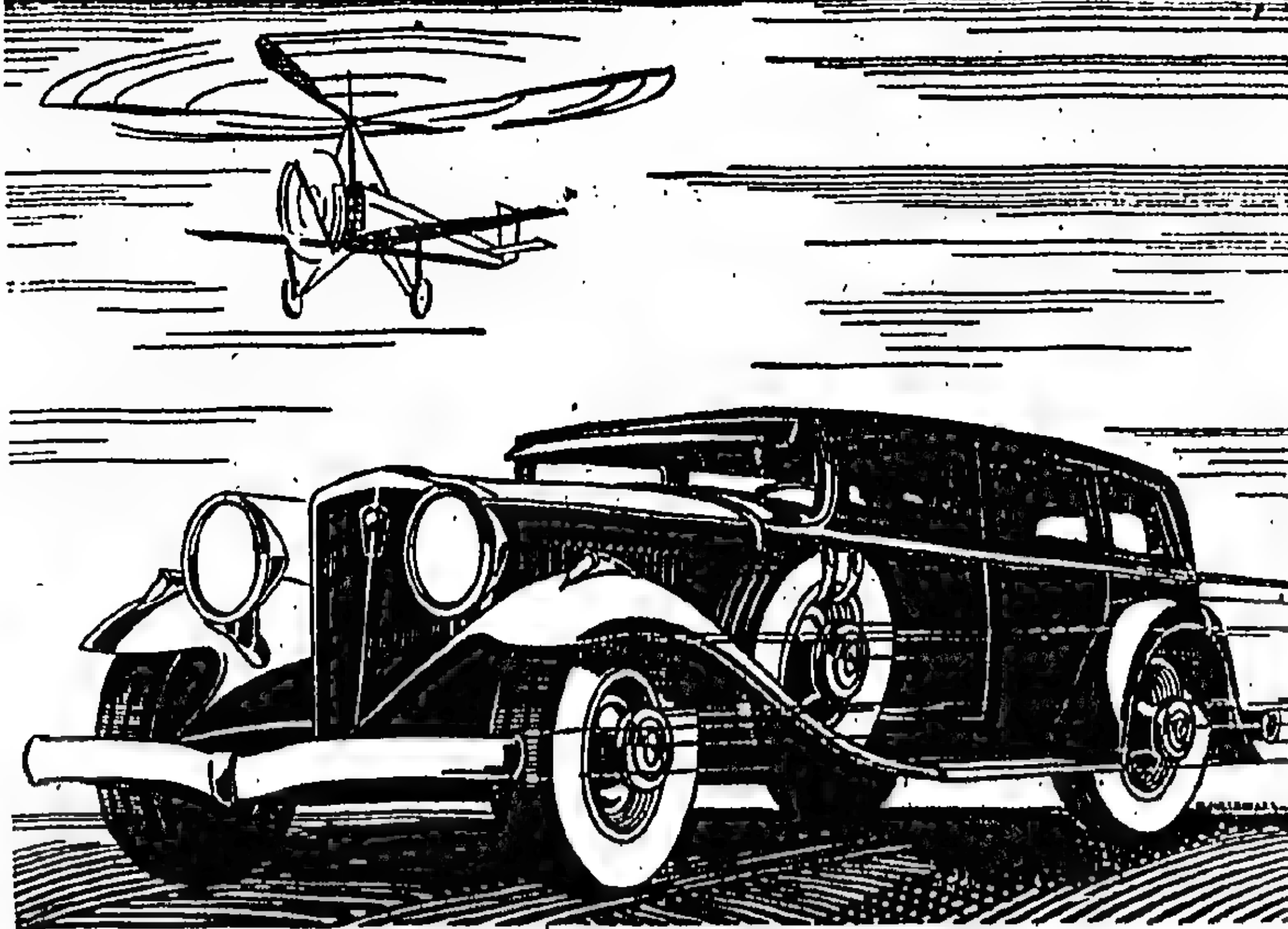
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TO

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All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

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STUDEBAKER engineers have perfected a simple method of harnessing the natural force of momentum. The result is literally a new kind of motoring. Free Wheeling with positive gear control permits these new Studebaker Eights to glide ahead smoothly and silently, unfettered by engine drag. It

allows the engine to rest two miles out of every ten—makes possible a saving of 12% to 20% in petrol, oil and tyres. In these new Studebaker Eights 1/5 of your motoring is free! Yet Free Wheeling is only one of many major improvements you will see here in any one of these champion new Studebaker Eights.

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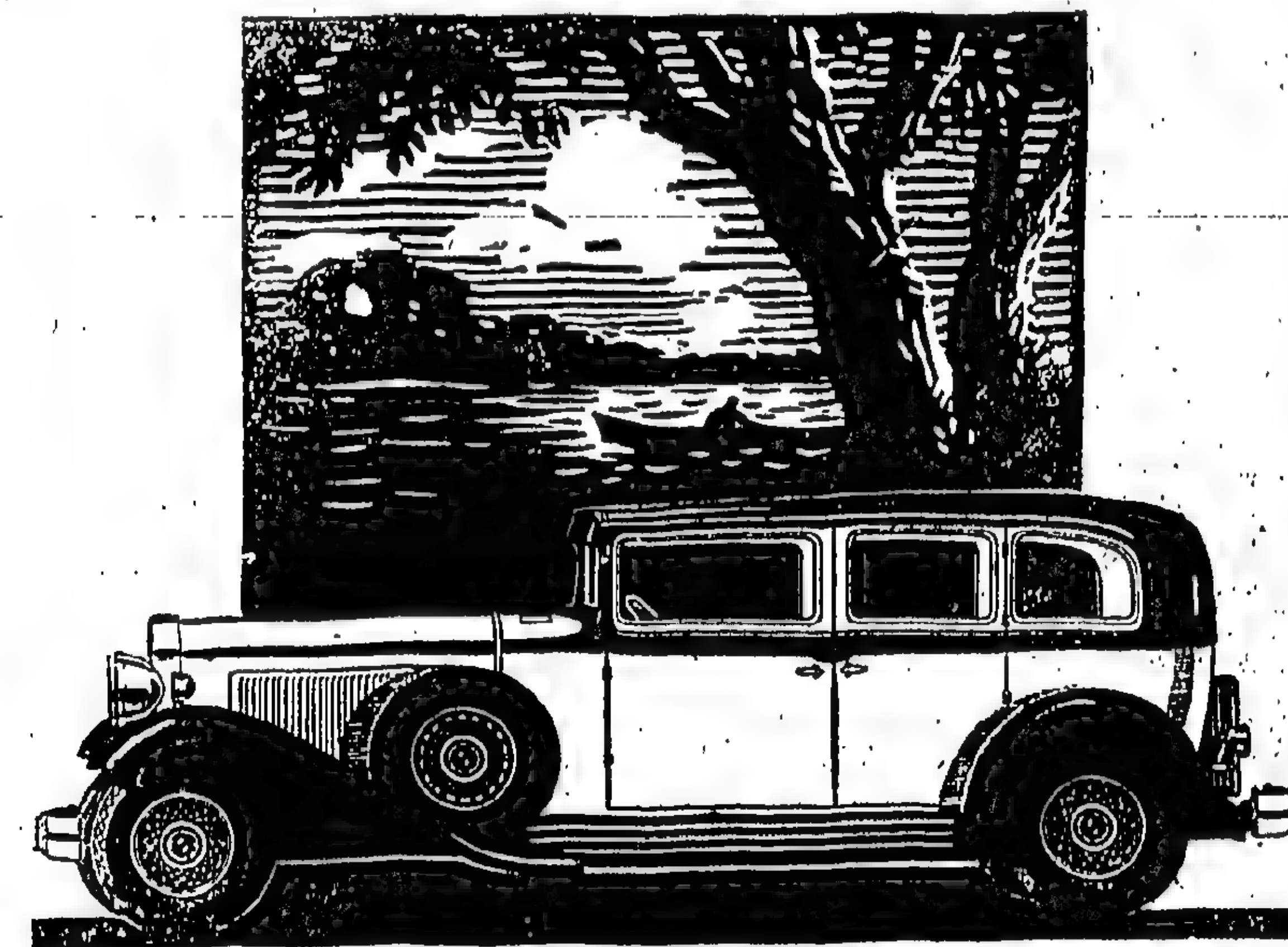
There is one automobile for every 4.23 persons in the United States, according to the American Motorists' Association. The figure for 1929 was one car to every 5.3 persons.

\$80,000,000 FOR ROADS.

Eighty million dollars has been apportioned to the states by the Federal government in its Federal-aid road construction programme for 1931 to relieve the unemployment situation.

IMPORTANT AUTO LAW.

A motorist, charged with reckless driving so as to endanger life and property, is entitled to trial by jury, according to a recent decision of the U. S. Supreme Court.



SMOOTH, QUIET PERFORMANCE

There is an element of restful luxury in the quiet efficient manner in which the new Nash glides through avenue traffic—noiselessly and without effort.

It is a luxury made possible by Nash engineering. It is smooth, powerful performance as only Nash Twin-Ignition, Valve-in-Head engines with 9-bearing crankshafts can supply. It is the quality of riding comfort which sets Nash far above its rivals in engine

flexibility and travel smoothness.

Nash Twin-Ignition Straight-Eight performance is available in the Eight-90 series, represented by the smart Limousine pictured, and the Eight-80 series. The latter is the world's first Twin-Ignition Straight-Eight in the moderate price class!

Demonstrations of these remarkable new Nash Eights may be arranged at our showrooms at your convenience.

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THE FORSAKEN WIFE.

CHANGING TRAGEDY OF UNJUST WILLS.

COMMONS IN FAVOUR.

Miss Rathbone, the independent who sits for the English Universities, and, by her own claim, "an expert in domestic unhappiness," has succeeded in sending her Bill altering the testamentary laws to a joint Committee of Lords and Commons.

The measure, which prevents either husband or wife disinheriting other members of their family, received a second reading by 149 to 28 votes, though the Government's lawyers among the Commons were hostile.

Speaking broadly, the principle of the Bill is that the surviving spouse shall inherit half of the estate if there are no children of the marriage, and a third if there is a "family," and the children have also to be provided for.

Miss Rathbone, whose authority on domestic discord was won in war-time Liverpool while investigating the reasons for which soldiers topped their wives' allowances, had prepared her recommendation of the Bill with thoroughness. The freedom of the testator, she asserted, is a comparatively new idea in English Common Law, and this liberty had resulted in more injustice than is usually supposed.

Widows' Claims.

In Scotland and on the Continent, women and children are assigned a definite portion of an estate. In the Dominions, a widow and her children may appeal to the Courts if left destitute. Her proposals, contended Miss Rathbone, belittled both systems, being subject to more exceptions and limitations than Scottish practice, while yet bestowing rights more definite than rule in the Dominions.

Captain Bourne was just as thorough in moving the rejection. Few men, he observed, maliciously refuse to take thought for wife or children, and leave all their money to benefit stray cats. In intestacy, the law already looked after the survivors; some wives were provided for in their husbands' lifetime; and what of the spouse with ample independent means?

Another good point was suggested by Mr. Lewellyn Jones, a solicitor who has practised for forty years without striking any of Miss Rathbone's specified hardships. If a widow marries again, he said, the first husband's estate may go to his successor, while the children of the first marriage stand muttering in the cold.

Mr. Lovat Fraser was one of the few barristers who liked the Bill; and while declaring that he wanted to put the type of Victorian father who threatened disinheritance in his place, a woman in the public gallery screamed and fainted like any Victorian wife, and had to be taken out of her place.

No Cue from Government.

The Solicitor-General shook hands with the Bill in a limp, unenthusiastic way. It might create, he argued, more injustice than it removed; legislation to cause more ill-feeling and litigation could scarcely be contemplated, and small estates would probably be eaten up by legal costs. Beyond saying that Miss Rathbone's plans needed the utmost consideration, he gave the House no cue.

The measure soon after was sent to the Joint Committee, where it will most likely stay.

FAMILY OF SIX IN A PIG STY.

GETTING £3 4/- A WEEK.

A story of a family of six who lived in a pig sty, although the husband was the owner of two houses, for each of which he drew 15s. a week rent, was told at Durham when Robert Milner (43), Langley Moor, was sentenced to a month's imprisonment for neglecting his four children. Mrs. Milner was bound over.

It was stated that Mr. and Mrs. Milner and their four children had previously lived in a house which was condemned and demolished, and they were found living in the pig sty, in the corner of which was a young pig. Rats came through the roof. The children were poorly clad, and were removed to the Poor Law institution.

In addition to the 30s. a week rent which he drew Milner also received 34s. a week unemployment benefit.

An inspector of the National Society for the Prevention of Cruelty to Children said the drinking utensils were tiny and jarp.

ROMANCE OF WILD WEST.

DEATH OF OLD WOMAN IN MINNESOTA.

Kajsa Eng, one of the few surviving women pioneers of the Wild West from the time of the Indian wars, died recently in the little town of Alexandria in Minnesota, 104 years old. She was born in 1827 in the northern Swedish province of Herjedalen and at her death was the oldest inhabitant of Minnesota.

Her death vividly recalls the stirring tales of the Indian uprisings when the American government attempted to confine the "redskins" to the Indian reservations.

The Eng family went over to the United States about 55 years ago like thousands of other hardy pioneer families. They settled in the wilds of Minnesota in a little log cabin, cleared the ground and worked up a little farm. The Indians at that time were roving around in these parts and often made life dangerous to the white settlers. The Eng family, however, always were kind and hospitable to their red brethren.

Soon after their arrival a couple of Indian squaws with their children entered the tiny cabin and by signs gave to understand that they wanted some milk. The poor white milky had only one cow, but Mrs. Eng gave the women half of all the milk she had. Later on Indians often came and asked for bread. The housewife showed them her entire supply of bread and gave them one half of what she possessed. The Indians showed gratitude by presenting the family with deer flesh when their hunting luck had been good.

A couple of years after the settling of the Eng family an Indian uprising broke out. All other white families fled terror-stricken to the neighbouring little towns, but the Eng family remained, partly because they had no horse and partly because they did not want to abandon their little property. One day six Indians in full war array came into the cabin and asked for milk. They got it and on departing stuck a white feather into the outside wall of the cabin, indicating to the family that as long as it remained there they would be safe from attack. Several groups of Indians on the war-path later passed the cabin but all respected the sign of protection of their comrades. There is no doubt that the kindness of the Eng family saved them from the ravages, to which most other white settlers were exposed.

Recent historic researches concerning the settling of the first Swedish colonists on the Delaware have revealed interesting facts and documents showing that the Swedes were always on good terms with the Indians. The Swedish immigrants bought their land from the aborigines and never took anything by force of arms. Regular sales contracts still exist, signed by Indian chiefs, with whom the Swedes afterwards maintained cordial friendship and mutually profitable trading relations.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.
Hongkong Bank, \$2030 s.
Chartered Bank \$173½ n.
Mercantile A. and B., \$25½ n.
East Asia \$116½ b.

Insurance.
Canton Ins., \$1330 b.
Union Ins., \$620 b.
North China Ins., Tls. 160 b.
China Underwriters, \$3.66 b.
Yangtze Ins., \$50 n.
China Fire, \$635 n.
H. K. Fire Ins., \$1820 b.

Shipping.
Douglas, \$25 s.
H. K. Steamboats, \$26.50 s.
Indo-China, (def.) \$30 n.
Union Waterboats, \$30½ n.

Mining.
Benguet, \$10½ n.
Kallans, 35/- n.
S'hai Explorations, Tls. 6½ n.
Raub's 40½ n.

Stocks, etc.
Kowloon Wharves, \$172 s.
Whampoa Docks, \$30½ b.
South China Motors \$10 n.
China Providents, \$5.35 n. (old).
Hongkew, Tls. 274 b.
New Engineers, Tls. 5½ n.
Shanghai Docks, Tls. 110 b.

Cotton.
Ewo Cotton Tls. 14.05 b.
S'hai Cotton Tls. 99 b.
Lands, Hotels, etc.

H. and H. Hotels. \$12.90 b.
H. K. Land \$85 b.
S'hai Land Tls. 412 n.
Humphreys, \$16.80 s.
Realties, \$9.80 b.

Public Utilities.
Tramways, \$17.75 s.
Penk Trams, (old) \$14½ b.
Star Ferries, \$88.75 n.
China Lights, (old) \$25.20 n.
H. K. Electric, \$80½ s.
Telephones, \$20 b.

China Buses. Tls. 18½ n.
Singapore Traction, 6/6 s.

Industrials.
China Sugars, 80 cts. n.
Malabons \$88 n.
Canton Teas, \$3.80 s.
Cements (Comb.) \$16.70 s.

Ropes. \$14 s.

THIS AFTERNOON'S RACING.

NINE INTERESTING EVENTS ON THE CARD.

(By "Ringtail.")

There should be a big attendance at the Extra Race Meeting this afternoon. The course is a little on the damp side after the heavy rain early this morning, but the sun should dry it up fairly well.

To-day every race is a handicap event, which means that there are likely to be some upsets, especially as quite a number of the ponies which were not very prominent at the annual Meeting have been relegated to the bottom of the handicapper's list, which should give them a good chance against the heavier-weighted candidates.

With exception of the "B" Class events and the sub's races, most of the fields will be on the small side, owing to the elimination of winners and ponies which are being rested after their strenuous five days engagements.

Backers will, of course, have learned by now that the new barrier plays a big part in racing these days, and ponies which have bad habits at the starting post should be noted especially when the fields are big, for it is a certainty that if they do not get away with the rest of the field, their chances will be spoilt from the start.

My selections are as follows:

First Race.

St. Cyr.
Fi-Fa.
Acacia Leaf.

Second Race.

Crown Prince.
Imperial Hall.
Lobster Bay.

Third Race.

Paul Fry.
Nippy.
Little Beaver.

Fourth Race.

Orlando.
Grey Dawn.
Mongolian Stag.

Fifth Race.

The Raindrop.
Queen Regent.
Pegasus.

Sixth Race.

Tom Thumb.
Scrapit.
Peter Davey.

Seventh Race.

Britannic Hall.
Wise Stag.
Mindoro.

Eighth Race.

Mike.
Christmas Chimes.
Fair Sport.

Ninth Race.

Wisdom Stag.
J.H.I.
Vasylock.

MAN WITH THE LUMINOUS FACE.

MATCH-BOX HISTORY.

How the vivid impression made on the mind of a child by a victim of phosphorus poisoning led to the banning of phosphorus matches from England was told by Sir Ernest Graham Little, M.P., recently.

Speaking at the dinner of the Women Public Health Officers' Association in London, Sir Ernest said one of his most intimate friends was a great match manufacturer, the third generation of his firm.

"He told me that years ago, when he was a small boy, his father, who was the head of the firm at that time, took him into a dark room where a man who suffered from necrosis of nearly the whole of the bones of the face from phosphorus was sitting.

"The man's head and face were phosphorescent and showed up as a luminous patch in the darkened room was sitting.

"My friend never forgot the incident. When he in turn became head of his firm he resolved that he would stop manufacturing matches which involved the use of naked phosphorus."

He set himself to work to persuade his competitors and obtained their co-operation and eventually phosphorus matches were excluded from the English market.

Venz: Goldfields, \$3.60 b.
Stores, etc.

Dairy Farms, \$26½ s.
Watson, \$18.35 n.
Der A. Wines, \$1 n.
Lane Crawford, \$4 b.
Mackintosh, \$20 n.
Sincere, \$13½ n.

Miscellaneous.
Amusements, \$21 n.
Constructions, \$5.40 b.
B'que Ind. G. Bonds, \$88½ b.

THE SCHNEIDER TROPHY.

ITALY TAKING NO CHANCES.

Rome, Feb. 15.

Italy is determined to take no chances on the Schneider Trophy, and in addition to the new young pilots being tried out at the speed training station on Lake Garda, the "old guard" of Italian Schneider flying aces are also now in training there.

The first plan, of not running unnecessary risks with the established high-speed aviators, and of giving newcomers a chance, has apparently been abandoned. The present position is that De Bernardi, who first wrested the trophy from America in 1926, will captain the Italian team.

He will fly a modified machine of the type in which Dal Molin plunged to death while executing trials over Lake Garda in an attempt to break Orlebar's record, a Savoy Marchetti, with a tandem Isotta Fraschini engine.

The speeds achieved are being jealously kept secret, but it is rumoured that 373 m.p.h. has been already achieved. Subject to confirmation as the testing proceeds, De Bernardi's fellow-pilots in the Italian team will be Ferrarin, who took part in the 1926 Schneider race, and Donati, whose achievements so far have been in altitude flying.

Donati's name is a surprise entry among the final candidates. In 1927 he won the world's height record for Italy, and he is well-known as a most daring pilot. In the round Italy touring race last year he was beaten by Miss Spooner on one of the sections after a thrilling wing to wing race.

Donati is the chief test pilot of the Fiat Avion Works and he will fly a CR 29 Fiat type of machine. General Croce's reported radical eighteen cylinder machine has been evidently been abandoned as unpractical.

As reserve pilot the name of Guazzetti is mentioned. Despite this concentration of the old flyers at Lake Garda, and despite their keen co-operation, the question of their confirmation as Italy's team remains open until the return of General Balbo from South America. He is due this coming week, when training will enter upon its decisive phase.

COLLEGE GIRLS TOO SAFE.

(Continued from Page 6.)

meet men with whom I can exchange ideas. I can't remember when I last spoke to one except on formal business."

"But you are in constant contact with youth. Think of the ageing gentlemen with whom a woman politician has to spend 15 hours of every working day!"

My friend rose to go. "Youth, yes,—but immaturity. One longs for contacts with equals to stretch one's wits. Even your staid and solemn politicians would be a stimulating contrast in our cloistered lives. I know I'm becoming thwarted and spinsterish and my pupils despise me secretly for it. And what have I too look forward to?"

I might have answered, "A pension and a secure old age," but I didn't. She had too much security. She was being cheated of life, of adventure, of the stimulation of risk and of being up against real things.

I could not sympathise because she had not found some suitable equivalent of her drunken collar. No one can pretend to the modern intelligent woman that marriage is the automatic solution of every psychological trouble. Nor will I pity a healthy young woman of only 35 because she finds life empty. What I do blame is the type of education that has sapped her initiative and makes her afraid of any new move that would take her an inch out of her pensionable groove.

More women than ever before are securing a college education. The universities are overwhelmed with students of both sexes. And they are ceasing to be universities and becoming mere continuation schools. The young man who leaves the university may get his real education in the stiff tussle with life, but for the girl everyone is concerned only with safety.

It is hoped she will soon marry. If not, a safe post, a pension, well-defined tramlines must be provided.

I remember the horror of my beloved old professor when I insisted on dashing off to work for suffrage instead of taking a nice safe teaching job with the inevitable pension.

The Suffragists were hungry for life and for freedom. They fought to open the great storehouses of learning to women, that they might make a big thing of life. Has that vision become blurred, till all it means is the right to a bed-sitting room and a pensioned old age?

It is not good enough. There is something wrong when thousands of women spend the best years of life discontented, lonely and thwarted. We shall need to plan a very different education for girls.

MOTHER'S LIFE FOR SON.

TWO DEAD IN EARLY MORNING FIRE.

HOUSEHOLD TRAPPED.

London, Feb. 15.

The story of a mother's vain heroism in going to the rescue of her sick son lies behind the death of Mrs. Roskill, wife of Mr. John Roskill, K.C., Judge of the Salford Hundred Court of Record, who was one of the two victims of a fire early on Saturday morning at Mr. Roskill's residence in Montagu-square, W.

The other victim was a nurse named Miss Weir, and it is thought that she also may have lost her life in going to the son's rescue.

In addition to the two people who are dead, five people were injured, including Mr. Ashton Roskill, one of the sons, who jumped from a window. He is detained at the Middlesex Hospital, where he lies in a serious condition.

Ten People in the House.

There were ten people in the house when the fire broke out—Mr. and Mrs. Roskill, three of their four sons, a nurse, the cook, and three maidservants.

The domestic staff were asleep on the top floor, and the family with the exception of Mr. Ashton Roskill, were on the floor below. It was here that the fire originated shortly before 6 a.m.

By the time the alarm was raised, the staircase had collapsed, and the already had a firm hold on the building, escape by way of the staircase was impossible.

Mr. Ashton Roskill, who jumped from one of the windows, missed the firemen's sheet, and received serious injuries.

One of the first things the firemen saw on arriving was the figure of Mr. John Roskill at one of the bedroom windows.

Mr. Roskill was pointing to another window, and the firemen at once ran up a fire escape to the one he indicated. Inside the room they found Mr. Oliver Roskill, who was lying seriously ill with pneumonia, and he was the first to be moved to safety.

Mrs. Roskill was brought from the house in an unconscious condition, and died in the ambulance while being taken to hospital.

Miss Weir, the nurse, was already dead when the firemen entered the house, her body being badly charred.

Mr. John Roskill was slightly injured, as were three of the firemen. The injured firemen were taken to hospital, but were not detained.

One of Mr. Roskill's sons, who is at Oxford, was immediately summoned by telephone, and came to London by motor-car. He stated to a Press representative: "I understand that my mother lost her life in an attempt to save my brother, who was lying ill with pneumonia, in a room adjoining that of my parents."

She could apparently have been easily saved had she not tried to reach the bed-side of her son. She was overcome by smoke and flames and was badly burned by the time the firemen reached her.

Maidservant's Story.

"I was sleeping in a room on the top floor with Katherine Brown, another maid, and Mary, the parlourmaid," stated Doris Gorman, one of the maidservants. "Mrs. Mence, the cook, and Mr. Ashton Roskill were sleeping in other rooms on the same floor."

"The first thing we heard was when Mr. Ashton Roskill rushed in shouting 'Fire! Fire!' He went along to the other maids' rooms and warned them."

"There was smoke in our room, and, without waiting to put on even a coat, we rushed into the corridor, where the heat was so terrible that we were driven back. 'We were trapped, and I thought I was going mad. Every moment the heat was getting more intense and the smoke thicker. The cook and Mary, the parlourmaid, joined us in our room, and we all hung our heads out of the window, gasping for breath."

"Within a few seconds the fire escape had been run up. First Mary climbed out, then the cook, then Katherine Brown, my roommate, and then myself."

"We had not time to get any clothes and when we reached the street we were taken into a house opposite."

SUGAR MARKET.

THE LATEST CABLED.

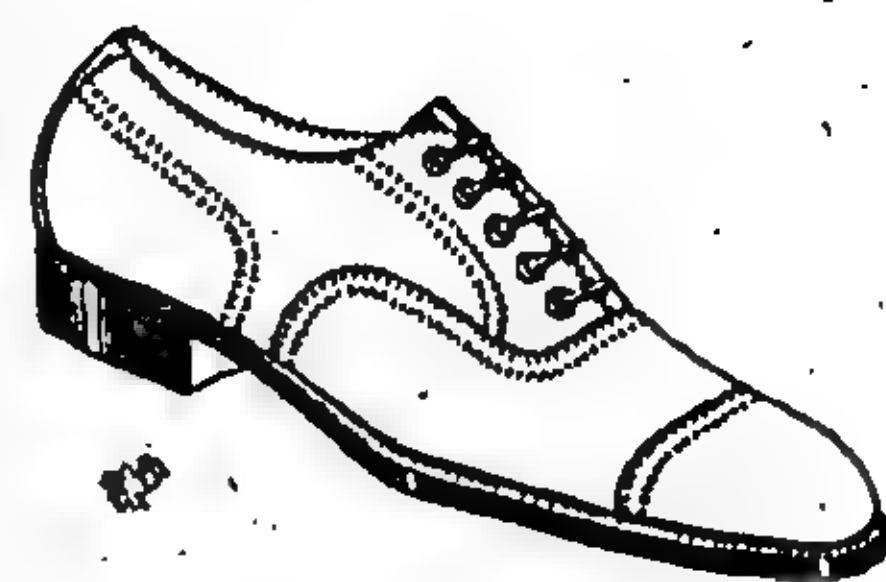
The following cable at the close of the sugar market yesterday has been received by Messrs. Penbreath and Co.

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No change.

New York Terminals.

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July 1932 1.82 down 2 pt.
September 1932 1.39 down 2 pt.
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AMERICAN VISITORS TO SWEDEN.

20 TIMES MORE TOURISTS THAN EIGHT YEARS AGO.

While most Atlantic steamship lines register a decrease of the number of passengers to Europe the Swedish-American Line for the past year reports an increase of the number of passengers from America to Sweden by 4,000 to 18,885,

which is a new top record for the east-going traffic.

The number of passengers from Sweden to America, which showed a decrease owing to the immigration restrictions, was 18,861, the total number of passengers carried thus amounting to 37,746.

The report states that the principal reason for the increasing traffic is the growing popularity in America of Sweden as a tourist country. The number of American tourists visiting Sweden during the last eight years has grown approximately twenty times.

NOTICE.

IT HAS BEEN BROUGHT TO OUR NOTICE THAT CERTAIN LOCAL CHINESE SHOEMAKERS ARE INFORMING THEIR CUSTOMERS THAT THEY ARE MAKING LADIES' SHOES FOR GORDONS, USING OUR LASTS.

THIS IS TO NOTIFY ALL OUR CUSTOMERS THAT NO SHOES SOLD BY US ARE LOCALLY MADE, NOR DO WE SELL ANY SHOES OTHER THAN THOSE IMPORTED BY US DIRECT FROM ENGLAND, THE CONTINENT AND AMERICA.

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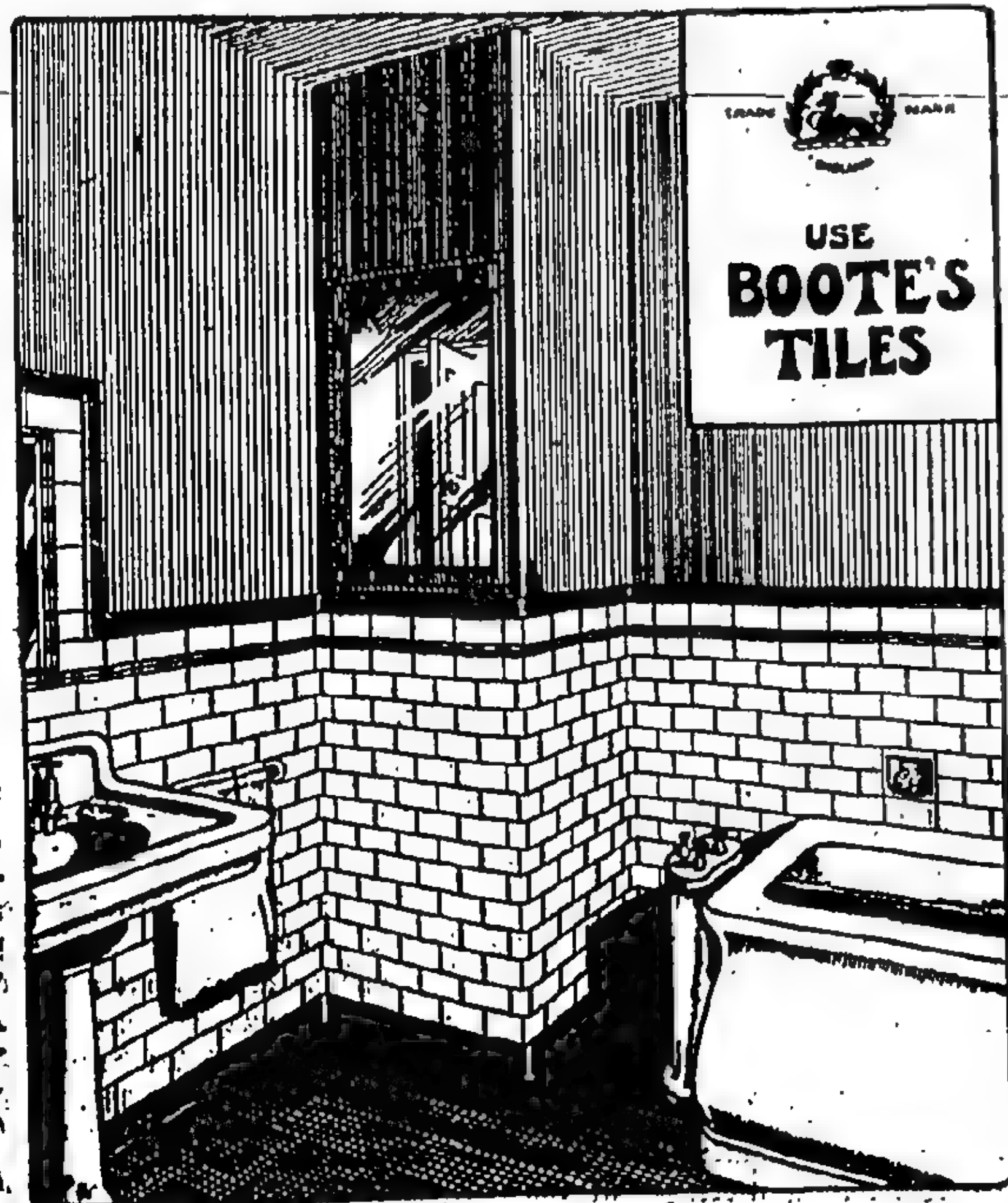
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CINEMA NOTES.

CHARACTER ACTORS KNOWN
TO FAME.

Character actors and actresses play a prominent part in the cast of "High Society Blues," Fox Movietone musical romance, starring Janet Gaynor and Charles Farrell.

William Collier, Sr., Hedda Hopper, Louise Fazenda and Lucien Littlefield have prominent roles in this production which will be seen and heard tomorrow at the Queen's Theatre.

Collier, probably the most famous light comedian the American stage ever produced, has been identified with theatricals for nearly half a century, as an actor, director and writer.

Miss Hopper, who comes from a socially prominent family, left finishing school for the New York stage, scoring her greatest success in "Six Cylinders Love." She has been in pictures for seven years and has been featured in many prominent productions.

Miss Fazenda, starting her career with Mack Sennett, has become one of the most popular character actors on the screen. Littlefield, also known on the screen, has been in Hollywood ten years. Among his prominent pictures have been "Bachelor Brides," "The Torrent," "Take It From Me," "The Twinkle Toes," "Uncle Tom's Cabin," "Cheating Cheaters," "Seven Keys to Baldpate" and "My Best Girl."

David Butler directed "High Society Blues" and Joseph McCarthy and James F. Hanley provided the song numbers.

"Little Accident."

One of the highest priced actors in films, despite complete lack of experience, worked in "Little Accident," Universal's hilarious comedy-drama now showing at the Maleate Theatre.

The actor was a three-week-old baby who received \$75 a day for each working day of twenty minutes, which was as long as state regulations allowed him to appear on the set. At this rate of pay, the salary for the eight hour a day, six-day week would be \$18,000. Douglas Fairbanks, Jr., Anita Page, Sally Blane, ZaSu Pitts and Joan Marsh are featured in "Little Accident."

The notable cast also includes Roscoe Karns, Slim Sumner, Henry Armetta, Myrtle Bern, Mann, Gertrude Short, and Dot Farley. William James Craft directed. Inimitable Star in Sparkling Talker. When people or nations have dissenting views of each other there can be no amity unless the divided forces get together, to smile over their supposed differences. This is delightfully proven in "So This Is London," Fox Movietone production starring Will Rogers and now to be seen and heard at the Queen's Theatre.

Based on the successful stage play produced by George M. Cohan, some time ago, the story deals primarily with a wealthy owner of a cotton mill in Texas, a role played by Will Rogers, the inimitable wit and philosopher. The character he interprets, a Texas millionaire, has a decided dislike for certain foreign types.

Eventually there comes a time when he has to visit the British Isles in order to arrange for the purchase of an English cotton mill.

He takes his wife and only son aboard with him and on the way over the junior falls in love with an English girl returning from the States.

When the love affair gets serious pap decides it is time for him to check it, for marriage of his son to an English girl is the one thing he will not tolerate.

His efforts to stop the marriage, his meeting with her titled parents and his finding out that they are not what he thought but regular folks coupled with their change of mind towards Americans, forms the plot of a highly entertaining and decidedly instructive picture.

Irene Rich heads the support as the wife of the American and Maurice O'Sullivan and Frank Albertson are the youthful lovers. Lumsden Hare and Mary Forbes are the titled English folk. The cast, according to our way of thinking, is faultless. John C. Hyson's director adds another triumph to his impressively long list of achievements.

"Hit the Deck."

Luther Reed, director of two of the biggest musical sensations in talking pictures, "Rio Rita," and "Hit the Deck," is considered a prominent authority on moving picture choruses and their requirements.

"In screen musical comedies," said Reed, "choruses should be considered as a unit of charm, personality and grace, rather than for the excellence and beauty of the individual chorines. On the stage, the bald-headed man in the front row or any man in any row is able to pick out his favorite from the group. This does not happen on the screen, where the action is fast and the camera angles make it difficult for the audience to get an impression of any one chorine in the ensemble unless she is singled out for a close-up.

"Choruses on the screen, therefore, really become more or less impersonalistic backgrounds with a sum total of personality and perfection."

"Hit the Deck" is showing at the Central Theatre for the last time today.

"Slightly Scarlet."

Supported by a remarkably strong cast, Evelyn Brent and Olive Brook come to the Central Theatre to morrow in the first co-starring picture, "Slightly Scarlet." These stars made an outstanding hit in Paramount's first all-talking picture, "Interference." They are tremendously effective in this New Show World picture, which is filled with fast action, romantic thrills, dangerous adventure and wholesome laughs. "Slightly Scarlet" keeps audiences on the qui vive every second. Each new situation is a surprise situation, an unexpected plot twist that is hard to guess. There is not a dull moment in the whole show from the time that beautiful Miss Brent sees handsome

LOCAL TENNIS.

GOOD MATCH IN THE OPEN
SINGLES.

Many interesting matches in the Open Tournaments were played on the Hongkong Cricket Club ground yesterday afternoon, but the best match of the programme was undoubtedly that between the two rivals, Paul Kong and the Hongkong champion, Ng Sze-kwong, who won after two well contested sets.

Every point was fought for right from the commencement, and the crowd which gathered to watch this game was rewarded with one of the best matches played to date in the Open Singles. Paul Kong had a physical advantage over his opponent, who was, however, backed up by a wealth of experience, which stood him in good stead time and again yesterday.

The first few games were even, and reached a deadlock repeatedly. When leading 5-4, Kong was within set point on many occasions but failed to press home his advantage, and allowed his opponent to draw level. The same thing happened two games later, and Ng Sze-kwong was again able to snatch the advantage.

Exchanges were very even, but Ng made no mistake when leading 9-8, and eventually won the first set. He was fortunate to do so, as there was absolutely nothing to choose between the two players.

On the resumption, Ng was obviously tiring, but pluckily forced the pace as the light was getting bad. He succeeded in winning the first three games, but Kong won the next two. Each won a game until 6-4 was called in favour of Ng Sze-kwong, who made a big effort and succeeded in winning the game and set.

Paul Kong did not lose through inferior stroke production, but had to give way to a player who had a wealth of experience of local tournament play behind him.

Honda Progresses.

The champion, T. Honda, was also in action yesterday afternoon, and won his game in straight sets against W. C. Hung, who put up quite a good fight. He lost the first set 7-5, and the second 6-2.

Ng Sze-chung qualified for the next round by defeating Luk Ding-cheung with the loss of one game in each set; while Ho Ka-lau got through at the expense of his club-mate Yew Man-kit. W. T. Lee did not meet with very much opposition from Dr. Valentine, only match played in the Open Doubles, Leonard and Lai qualified to meet C.A.L. Rumjahn and J. A. Cassumbhoy in the next round by defeating a Chinese pair, Liang and Chan.

The Results.

The full scores of yesterday's matches follow:

Open Singles.—Ng Sze-kwong beat Paul Kong, 10-8, 6-4; T. Honda beat W. C. Hung, 7-5, 6-2; Ho Ka-lau beat Yew Man-kit, 6-4, 6-4; W. T. Lee beat Dr. Valentine, 6-1, 6-3; Ng Sze-chung beat Luk Ding-cheung, 6-1, 6-1.

Open Doubles.—Leonard and Lai beat Liang and Chan, 6-4, 6-1.

Club Championship.—A. L. Sullivan beat Tuffon, 6-0, 6-1; H. J. Armstrong beat T. J. Price, 6-3, 6-4.

New Delhi, Mar. 13.

The Committee of the Legislative Assembly has recommended the immediate imposition of an additional duty of 4½ annas per eighty pounds on salt imported to British India; and also has recommended that the Government be empowered further to increase the duty up to an additional anna if justified by any further fall in foreign prices.—*Reuter*.

Clive Brook in Paris and wishes she could know him. They finally meet, and then the real excitement begins. Each has a secret he dreads revealing to the other.

FRENCH LOAN TO
GERMANY.RUMOUR WIDELY DISCUSSED
IN PARIS PRESS.

Paris, Feb. 8.

The suggestion of a French loan to Germany is widely discussed today, and as usual when there is any question of Franco-German negotiation the Press is divided according to political sentiments.

While the Radical and Socialist papers, pursuing an internationalist policy, approve of the project as a gesture of friendship, Conservative and moderate opinion is definitely sceptical as to its advantages.

As the loan, if it were advanced, would be covered by the French Government, it is thought that before it is authorised there should be some guarantee of future benefit accruing to France either financially or economically or diplomatically.

To the man in the street the prospect of any such benefit materialising appears dangerously vague, if not doubtful. The argument that by helping to put Germany on her feet France would indirectly assist herself through the general improvement in the European situation, as the advocates of a loan assert, is considered distinctly specious.

It is considered more likely that the recovery of Germany industry, succoured by French finance would have anything but favourable consequences for the latter, and would only result in the transference of Germany's unemployment to France.

THE INTER-POLICE
CONTESTS.RIFLE SHOOTING NOW
CANCELLED.

There has been a slight alternation in the programme of the Inter-Police Force competitions in connexion with the rifle and revolver shooting which has been fixed for Monday at the Taikeo Range.

It was first decided to hold the rifle shooting in the morning and the revolver shooting in the afternoon, but the former contest has now been cancelled and only revolver shooting will be held, this taking place on Monday afternoon.

LONDON TO BE SHAPED
LIKE A STAR.SATELLITE CITIES AND
TOWNS.

A New London; a great, star-shaped city, surrounded by satellite towns and garden cities divided from one another by playing fields and open country; an exodus of industry from congested areas and no more traffic rush hours.

That is the London of the future as pictured by the Interim Report on Decentralisation, issued by the Greater London Regional Planning Committee.

The report, compiled by Dr. Raymond Unwin, the regional planning expert, and endorsed in principle by the Committee, has been keenly awaited by the Ministries of Transport and Health, authorities and town planning committees.

The Unemployed.

The most important recommendation is that, pending the necessary powers to carry the full scheme into operation, the Government should be asked to promote two or three complete satellite towns on the outskirts of London as part of the programme of work for the unemployed. Slough is named as being particularly suitable for such an experiment.

London as we know it, says the report, is ready to become the parent body to two great circles of satellite towns, one 12 miles distant from the centre and the other 25 miles out. Thus the new "greater" Greater London would be 60 miles in diameter and stretch halfway to Brighton.

If the scheme were carried out today it would mean the establishment of 16 complete towns of 50,000, ten towns of 60,000, or five towns of 100,000.

An interim report on open spaces urges prompt action to secure at least another 20,000 acres of land for playing fields within a radius of eight to ten miles of the centre of London. The London County Council has agreed to call a conference of local authorities on this matter.

In the morning, the Shanghai contestants will be given the use of the range for practice.

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(3) Caine Road and below Bowen Road \$3.25 " "
(4) Pokfulam as far as Sassoon Road \$3.50 " "
(5) Wanchai and Causeway Bay (beyond City Hall) \$3.25 " "
(6) Low Levels \$2.50 " "

Kowloon:—All parts of Tsim Sha Tsui, Yau Ma Tei, Mong Kok, Hung Hom, Kowloon City and Lai Chi Kok \$1.00 " "

For delivery of lots of less than one ton full delivery rates are charged. Office:—China Building, 2nd floor. Telephone 21335.

THE HONGKONG
JOCKEY CLUB.

The First Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 14th March, 1931, commencing at 2 p.m. The first bell will be rung at 1.30 p.m.

MEMBERS' ENCLOSURE.

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure. Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5.—for Gentlemen and \$3.—for Ladies (both including tax) are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all bills, etc.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain upon application to the Secretary badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.

The price of admission to the Public Enclosure is \$2.—including tax, for all persons including ladies and is payable at the gate. Soldiers and Sailors in uniform are admitted half price.

Bookmakers, The Tat Men, etc., will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

By Order,

C. B. BROWN,

Secretary.

Hongkong, 10th March, 1931.

POLICE INTERFORCE
SPORTS.

FOOTBALL

SHANGHAI POLICE
VERSUSSOUTH CHINA ATHLETIC
SUNDAY, MARCH 15th

at

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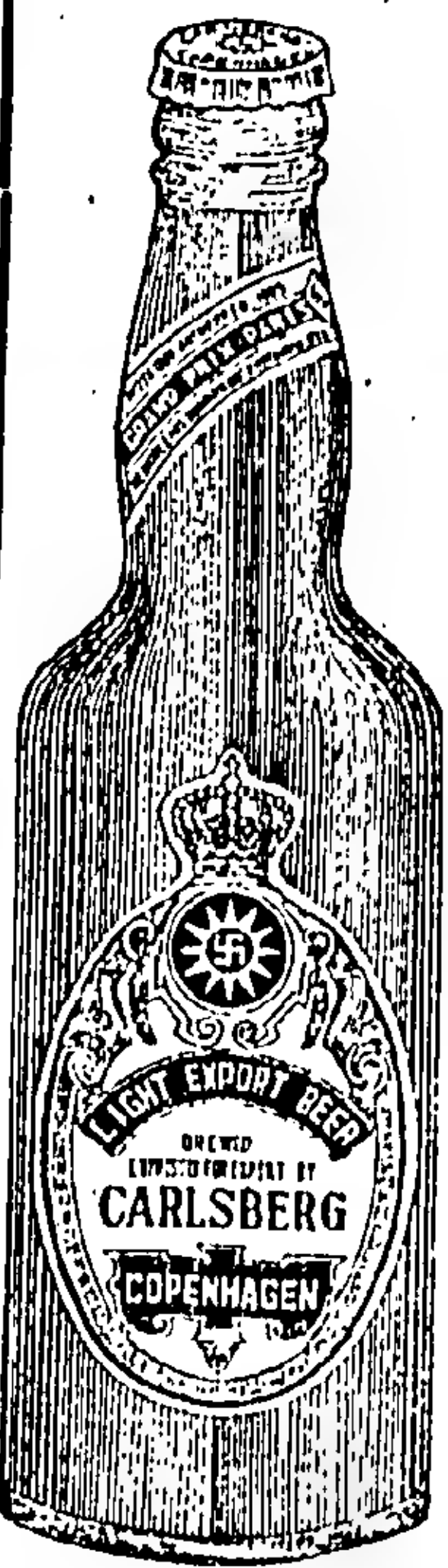
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£7,000 BEQUEST TO WOUNDED GERMANS.

VALIDITY UPHELD.

Expressing the opinion in his will that victorious and wealthy England is well able to provide for its soldiers disabled in the late war, Mr. Olway Robinson, a retired master mariner, left his residuary estate of £7,000 to the German Government for the time being for the benefit of its soldiers disabled in the late war.

Mr. Justice Maugham, in the Chancery Division was asked to decide the validity of this bequest.

In the event of its being held to be void for uncertainty or otherwise, Mr. Robinson made an alternative gift of £1,000 to General Smuts personally and the remainder to him to apply "at his discretion and in such manner as he may think fit for the benefit of any disabled Boers who have suffered through the South African War."

The validity of this bequest was also challenged.

Mr. F. Morton, for General Smuts, argued that if the money went to the German Government by the terms of the will every one of the huge number of German soldiers disabled in the late war would have to receive a portion of it. The German Government was not given power of selection.

Mr. Justice Maugham: If the British Government were handed a sum of money, however large, they could find numerous organisations to assist them to help disabled soldiers.

Lead to Another War!

Mr. Morton: If the testator had mentioned any German charitable organisation it might have been difficult to challenge the gift. In the case of General Smuts there is no ambiguity.

Mr. Morton also argued that the gift to German soldiers was contrary to public policy, as bequests of that kind might assist Germany to make another war.

Mr. Justice Maugham: On the same principle, aid to a discharged prisoner might encourage him to commit another crime.

Mr. Crossman (for the Attorney-General) said the suggestion that a gift to Germany was against public policy was ridiculous.

Mr. Justice Maugham said Mr. Robinson was a bachelor who had no near relatives except his half-brother.

"A trust for helping ex-enemy soldiers disabled in the war is more likely to tend towards peace in the future than it is to encourage

GUN CHASE ACROSS NEW YORK.

SHOT MAN DROPS 50 FEET.

New York, Feb. 12.

A running gun fight between bandits and a policeman electrified the city to-day.

While on duty in Brooklyn, Policeman Skelly attempted to halt a car containing three members of a gang responsible for 50 robberies in the district since the New Year.

Their response was to fire five shots at him, all of which missed, and then the driver tried to run him down. The officer jumped to safety and, commandeering a passing car, gave chase to the bandits.

There followed a pursuit across the eastern boroughs of New York more sensational than any film climax yet invented.

Crowded Streets.

Standing on the running board, Skelly fired shot after shot, as the bandits' car raced at reckless speed through the crowded streets. One of the bandits was wounded.

At the boundary of Brooklyn their car collided with another and, being thrown out, they made a dash for a station of New York's elevated railway. Skelly, close behind, caught one bandit as he was climbing over the bridge, and, in view of 300 terrified passengers in the train, fired a shot that sent the gangster crashing 50 feet to his death in the street below.

A taxicab containing two Roman Catholic priests was passing at that moment, and they dismounted to render the last rites to the dying robber.

Pelled with Fist.

Meanwhile the second bandit had sought refuge on the train, causing panic among the passengers, who started pouring out of it. Skelly, however, cornered him in the motorman's cab, and prevented him from setting the train in motion.

The policeman gave him a chance to come out without shooting, but as the robber appeared, revolver in hand, Skelly felled him with a blow of his fist.

The third bandit, who had been wounded managed to escape during the confusion in the station, and hid in a neighbouring cemetery.

After his capture Skelly said he thought he had done enough for one day.

"People to adopt ballistics ideas," he added. He ordered that the fund should be handed over to the German Reich.



And What Is H.A.G. Really?

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EMPTY CRADLES.

MORE MARRIAGES BUT BIRTH RATE LOWEST ON RECORD.

The Registrar-General's Statistical Review of England and Wales for 1929 discloses many interesting and surprising facts.

The mortality rate of 13.4 per 1,000 of the population was 16 per cent. above that for 1928, and was "much the highest since mortality was swollen in 1918 by the great influenza pandemic." The increase, it is stated, was unusually sudden.

Influenza, with 29,084 victims, comes first among the causes of death chiefly responsible for the increase. The general death rate was greatest at the two extremes of life and lowest among young adults. These adverse conditions are responsible for an increase in the infantile death-rate from 65 in 1928—the lowest recorded—to 74 per 1,000 live births.

Attention is drawn to the excessive mortality of illegitimate children at this age, the rate per

million live births being 9,691 against 1,283 for legitimate infants, while the rates from violence and neglect at birth were 6,312 and 98 respectively.

Deaths from cancer numbered 56,896, the highest number recorded for any one year.

The birth-rate was 16.3 or 0.4 per 1,000 less than in 1928, and was the lowest recorded since the establishment of civil registration.

It is stated that the fall in birth rates in England and Wales "is the more serious since the position of this country in relation to that of others was already a low one before the war, while to-day it is lower than any country save Sweden." France now ranks above England and Wales, Norway, Sweden and Switzerland.

The marriage rate—15.8—was the highest since 1921, from which it is "assumed that the burden and responsibility of marriage under modern conditions presses no more heavily upon the newly-wedded than it did 20 or 30 years ago, notwithstanding the prevailing economic depression."



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Suwa Maru ... Saturday, 21st Mar.
Fushimi Maru ... Saturday, 4th Apr.
SYDNEY & MELBOURNE via Manila & Ports.
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BOMBAY via Singapore, Penang & Colombo.
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Hakodate Maru ... Monday, 16th Mar.
Morioka Maru ... Saturday, 28th Mar.
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TO SINGAPORE, PENANG & CALCUTTA	Hosang Kutsang Yuehsang	Tues. 24th Mar at 3 p.m. Tues. 7th Apr at 3 p.m. Mon. 20th Apr at 3 p.m.
TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE	Kutsang	Tues. 17th Mar at 7 a.m.
TO OSAKA via AMOI, SHANGHAI & KOBE	Yuehsang	Tues. 31st Mar at 7 a.m.
TO OSAKA via AMOI, MOJI & KOBE	Kutsang	Fri. 17th Apr at 7 a.m.
TO SANDAKAN	Hinsang Mausang	Wed. 18th Mar at noon. Sat. 4th Apr at noon.
TO TIENTSIN via SWATOW & PUGHOW	Cheongshing Chipsing	Fri. 20th Mar at 7 a.m. Sun. 22nd Mar at 7 a.m.

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THE VOLUNTEERS.

CORPS ORDERS FOR THE COMING WEEK.

No. 11/31.—Hongkong Volunteer Defence Corps orders by Lieut.-Col. L. G. Bird, D.S.O., O.B.E., commanding:

Hongkong, March 13.

(a) Corps Band.—1. The Band will parade at the Music Room, City Hall on Monday, March 16th, at 5.30 p.m., sharp, for Band Practice.
2. The Band is also asked to attend on Friday, the Portuguese Company parades, until after the G.O.C.'s inspection, for March practice.
3. Band recruits are reminded that a Recruit Class will be held each Monday at Headquarters for practice. It is very essential that all attend the parades.

(b) Battery.—1. There will be a parade in the Miniature Range at 5.30 p.m. on Tuesday, March 17th. Those requiring aiming practice will attend at 5 p.m. This is a voluntary parade.
2. There will be a practice parade for the G.O.C.'s inspection on Thursday, March 19th, at 5.30 p.m. at Headquarters. Every member is expected to attend.

3. Musketry. Those members who have been notified are required to fire Part II Table T at Stonecutters range on Sunday, March 22nd. Any member desirous of firing again can do so but he must inform O. C. Battery in good time. Particulars later.

(c) Engineer Company.—1. Sunday, March 15th team shoot with R.E. at Peak Range. Start 9.30 a.m.

Dress: Muffi with rifles only, no bayonets. Rifles must be drawn Saturday morning.

2. Monday, March 16th Miniature Range shoot.

3. Sunday, March 22nd, Part II, Class Firing and Company Shoot at Stonecutters. Dress: Uniform or Muffi optional. Equipment and bayonets must be taken. Launch leaves Queen's Pier at 9 a.m. and Kowloon Police Pier at 9.10 a.m.

(d) Corps Signaller.—Parades will be held at Corps Headquarters at 6.30 p.m. on Tuesday, 17th, March and Friday, 20th, March.
(e) Machine Gun Troop.—1. Parade at Causeway Bay Stables on Tuesday 17th and Thursday, 19th March at 5.30 p.m.

2. The following will fire M.G. Course Part II at Stonecutters on Sunday, 15th March:

Sergeant Frost, Tpr. Cochrane, Tpr. Weill, Tpr. Lammert, Tpr. Holcroft.

(f) Armoured Car Company.—1. Car Section. Parade on Monday, 16th, instant at Headquarters at 5.30 p.m. for driving instruction and crew drill.

2. Motor Cycle Section. Parade on Monday, 16th instant at Headquarters at 5.15 p.m. for instructional driving.

(g) Machine Gun Company.—1. There will be a parade at Corps Headquarters on Tuesday, 17th instant in Muffi.

2. Machine Gun Training under Platoon arrangements.

3. M. G. Course Part II.—No. 1 Platoon will fire this course at Stonecutters on Sunday, 15th instant. Range Officers: Lieut. H. Owen Hughes, Uniform or Muffi optional, but Belts, Pouches and Bayonets must be worn. Launch leaves Queen's Pier at 9 a.m. and Kowloon Police Pier at 9.10 a.m.

(h) Scottish Company.—1. Parade, Thursday, 19th March for Arms Drill.

No. 7 Platoon at Headquarters 5.30 p.m. under Captain H. R. Forsyth.

No. 6 Platoon at Kowloon Dock under Lieut. G. Duncan, M.B.E.

(j) Portuguese Company.—1. The Company will parade at Headquarters on Friday, March 20th at 5.30 p.m. for Arms and Foot Drill and Practice Marching with Corps Band.

Dress: Belts and sidearms and Rifles.

2. Musketry. No. 12A Platoon will proceed to Stonecutters on Sunday, March 22nd.

Details as issued in Corps Orders for Casuals.

Peak Range. Allotment Of.

Peak Range will be allotted to

FANLING HUNT.

SLOW BUT STEADY MEET ON WEDNESDAY.

Hounds met at the Hunter's Arms on Wednesday, and a field of more than 20 attended the hunt. Capt. Mould moved off at 3.15 p.m., and crossing the railway at Fanling station, drew in the pine trees between the station and the volunteer parade ground. Hounds soon hit the line and hunted a line running below the old course to finish close to the farm enclosure beyond the eighth hole. Hunt was poor for the first time this month, probably due to the rise in temperature. Wednesday was in fact the first occasion on which the sun has been seen for some weeks.

The second run was from the enclosure to Pott's Bungalow. Hounds this time were not hunting down wind, and the field had to maintain a steady pace to be with the pick. There was a certain amount of woodland hunting, on the opposite side of a tree to his horse, Miss Hutchison, riding Sunlock, tried conclusions with a Chinese urn, but appeared at the finish none the worse for it.

The Royal Air Force was in good strength. We hope that next year we shall be able to see them at the start of the season.

Sunday's meet is at Pott's Bungalow and will finish near the Lee Mo Chu road. Wednesday's meet has been altered to Thursday, on account of the sale of race ponies on the former date. Hounds will meet at the kennels at 3.15 p.m.

Scottish Company on 29th, March, 1931.

Appointments.

No. 80 R.Q.M.S. Green, H. is appointed Acting Regimental Sergeant Major and Acting President of The Sergeants' Mess vice R.S.M. Edmonds, W. H. on leave.

Struck off the Strength.

Having been dismissed from the Corps.

No. 1125 Pte. J. A. Basso, No. 12 Platoon, dismissed on 3.2.31.

No. 1144 Pte. J. K. Soares, No. 12 Platoon, dismissed on 3.2.31.

Leave.

Lieut. L. F. Nicholson, Battery, granted 7 months' leave from 1.4.31 to 31.10.31.

No. 188 Sergt. W. H. C. Robson, Armoured Car Company, Car Section, returned from leave on 10.12.30.

(Sgt.) W. H. G. Goater, Captain, Adjutant, H. K. V. D. C.

Notice.

The Annual Corps Rifle Meeting will take place at Stonecutters Range on Friday, April 3rd, and Saturday, April 4th. Launch will leave Queen's Pier at 8.15 a.m. on both days calling at Kowloon Police Pier at 8.30 a.m.

Approximate times of firing.

Friday April 3rd.

9.00 a.m.—Blake Shield and Musketry Cup.

9.00 a.m.—Francis Cup.

2.30 p.m.—Jnr Competition and Reserves Challenge Cup.

3.15 p.m.—Attack Competition.

Saturday April 4th.

9.00 a.m.—Corps Championship and Tyro Competition.

The Revolver Competition (Corps and All Companies) will be fired both days; 9 a.m. to 5 p.m. on Friday, April 3rd, and 9 a.m. to 1 p.m. on Saturday, April 4th.

Entries. Intending competitors must send in their names accompanied by entry fees not later than Tuesday, March 24th, to the Hon. Secretary, Rifle Meeting, Volunteer Headquarters.

Entry Fees. All individual events \$1 per event. Team competitions 50 cents per man with exception of the Revolver Competition for which the fee is 20 cents per entry (entries unlimited), made on the range.

Competitors will make their own arrangements for tiffin. The canteen will be in operation.

POLICE INTERPORT.

HONGKONG WINS GOLF BY ONE POINT.

Members of the Hongkong Force won by one point in the golf match played at the Royal Hongkong Golf Club course at Fanling yesterday, against members of the Shanghai Police Force, the full scores being as follows:

Singles.	
Hongkong.	Shanghai.
Hon. Mr. Wolfe	Coslan
King	Reed
Wadsworth	Reed
Shepherd	Adams
Hooker	Dickson
Chairman	Gash
	2 1/2

Foursomes.	
Wolfe & Shepherd	Adams & Coslan
Hooker & Chairman	Dickson & Gash
Wadsworth & King	Reed & Reed
	1 1/2
Total	4

Mr. Dickson, of the Shanghai Force, played an outstanding game both in the singles and foursomes.

BILLIARDS MATCH.

Hongkong Team Win By a Big Margin.

The billiards contest played between the Hongkong and Shanghai Police Forces resulted in the local Police winning by 459 points, the full scores being as follows:

Hongkong.		Shanghai.	
Gowland	159	Bradley	250
Fender	250	Pitts	92
Bradwell	250	Wilkinson	178
Ellis	250	J. Scott	122
Gooding	250	A. Scott	101
Garey	250	Gash	207
	1409		950

After the match Mr. Bradley of Shanghai played Mr. P. S. Leung in an exhibition match of 300 up, in which the Chinese player won by 300 to 210, the winner's highest break being 52 and 48.

MANY ARRESTS IN GERMANY.

COMMUNISTS AND "NAZIS" AT LOGGERHEADS.

Berlin, Mar. 13.

A Communist plan to torpedo a monster "Nazis" meeting in Hamburg was frustrated by the police swooping down and arresting 1,500 persons.

The Communists entered by means of forged tickets. The police got wind of this, and a large force descended as the meeting was about to commence and marched out 1,500 of 5,000 people present. Three hundred were subsequently released.

Simultaneously, there was a severe scuffle between "Nazis" and Communists in Berlin, when 82 "Nazis" were arrested. Eight people were injured.—*Reuter.*

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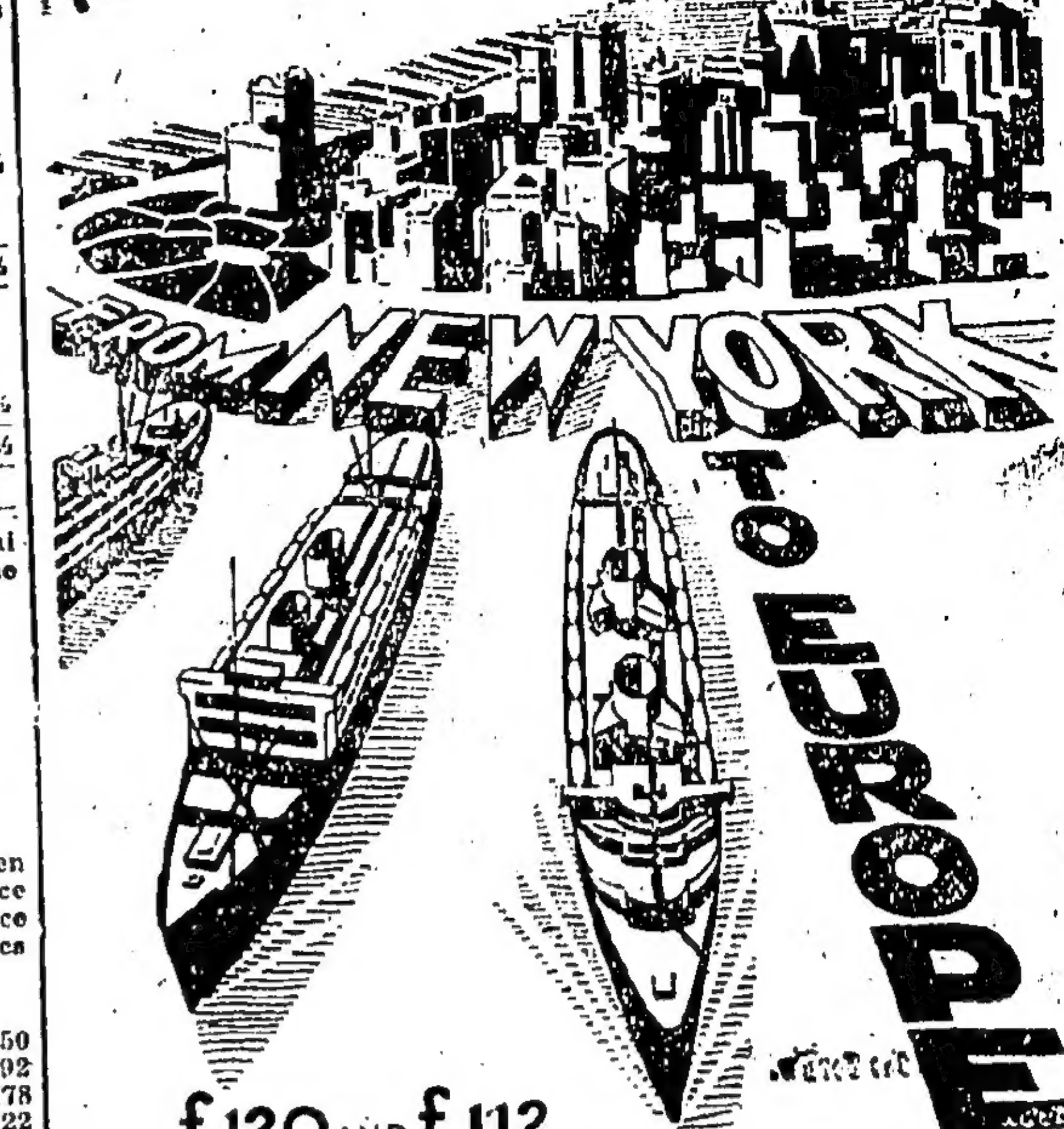
SAVED FROM DEFEAT IN HOUSE.

Canberra, Mar. 13.

The House of Representatives by 38 to 33 has rejected an Opposition motion of non-confidence. The followers of Mr. Lang saved the Government.—*Reuter.*

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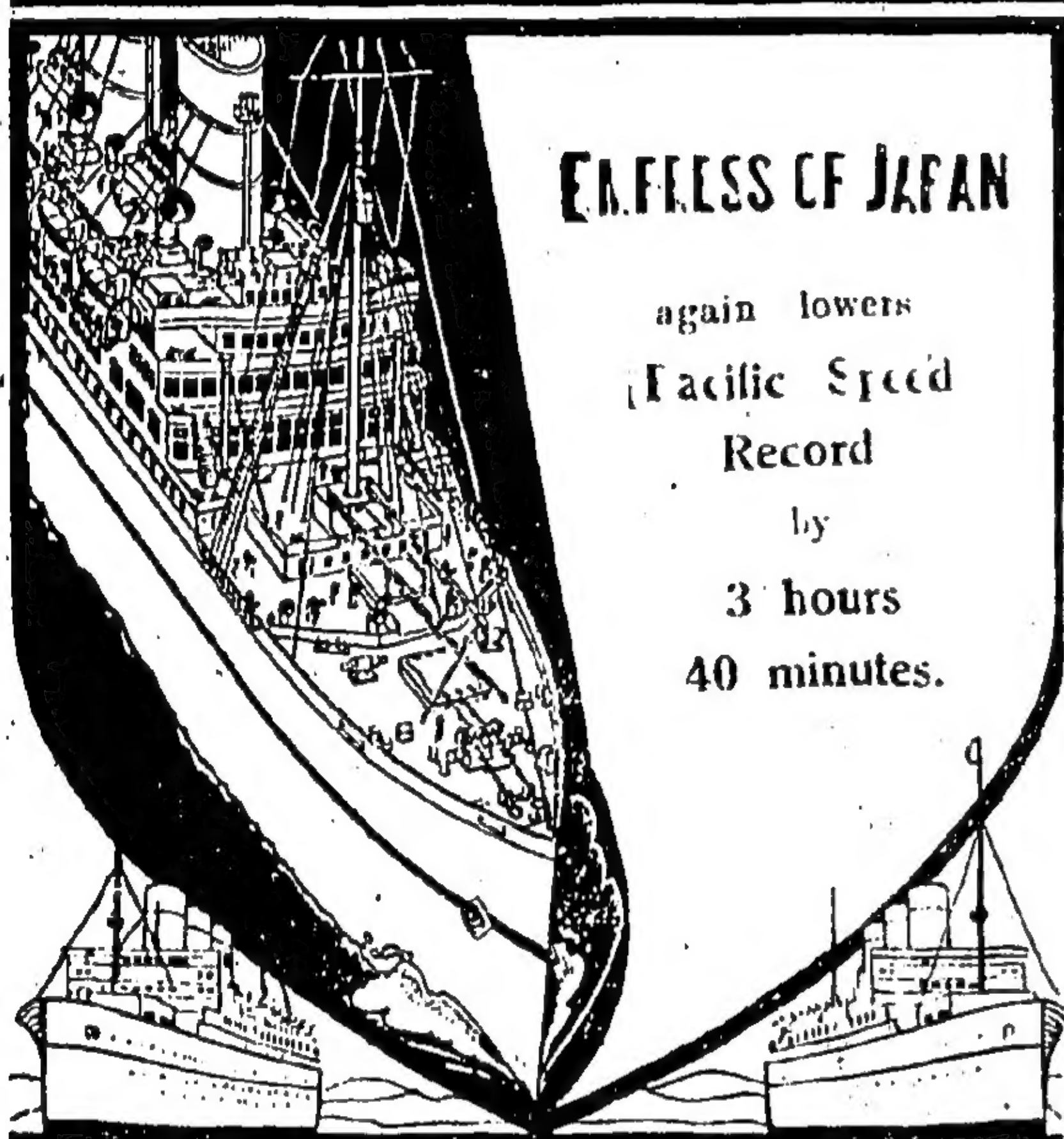
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D'ARTAGNAN..... 3rd Mar.	FELIX ROUSSEL..... 3rd Mar.
ANGERS..... 14th Apr.	G. M. TANGIER..... 13th Apr.
FELIX ROUSSEL..... 28th Apr.	SPHINX..... 27th Apr.
G. M. TANGIER..... 12th May.	PORTHOS..... 1st May.
SPHINX..... 26th May.	CHENONCEAUX..... 25th May.
PORTHOS..... 9th June.	ATHOS II..... 8th June.
CHENONCEAUX..... 23rd June.	D'ARTAGNAN..... 22nd June.

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U.S. PROBLEMS.

MR. HOOVER SEVERELY CRITICISED.

Washington, Mar. 13. Severe criticism of the present American Government has been made by progressive members of both the leading parties. "Another Roosevelt is needed at the White House," declared Senator Norris, while Senator La Follette, of Wisconsin, holds that Mr. Hoover is personally responsible for the failure of the last Congress to relieve distress due to the drought. Senator Borah in an article in *Collier's Weekly* protests against the Administration's propensity to appoint commissions whenever any troublesome question arises, which he declares has the effect of avoiding direct responsibility to the people.—*Reuter's American Service.*

Racketeering Evil.

New York, Mar. 13. The prevalence and violence of modern racketeering in America has caused a reaction in favour of capital punishment in the States like Michigan and Kansas, which originally took the lead in its abolition.

A Bill providing for a public referendum on the question of restoration of the death penalty has been passed in Michigan, which has had no execution for over a century; while in Kansas, which abolished executions sixty years ago, there will be an immediate resumption if the Governor signs a Bill which has passed the legislature.—*Reuter's American Service.*

NINETY-SEVEN MILES AN HOUR.

NEW SPEED RECORD FOR "BABY" CARS.

London, Mar. 13. On the Brooklands track, driving a M.G. "Midget" car, G. E. T. Evston today broke Capt. Malcolm Campbell's recent world "baby" car record, with speeds of: One kilometre in 97.09 and one mile in 96.93 miles an hour.—*Reuter.*

[Captain Malcolm Campbell set a new world record on February 6 for "baby" cars when he reached a speed of 94.061 miles an hour in an Austin, at Daytona beach. That was his first run. His second was clocked at 93.994 miles an hour. His average speed for a kilometre laid out within the measured mile was 93.926 miles an hour.]

AN HONOUR FOR ROY CHAPMAN ANDREWS.

GOBI DESERT DISCOVERIES RECOGNISED.

Washington, Mar. 13. Doctor Roy Chapman Andrews, the famous American zoologist, has been awarded the Hubbard Gold Medal for his discoveries in the Gobi desert.—*Reuter's American Service.*

[Dr. Andrews will be best remembered for his fossil discoveries, particularly the dinosaurs' eggs some years ago.]

S.P.C.A. BALL A BIG SUCCESS.

GAY GATHERING MAKES MERRY AT PENINSULA.

Never perhaps has there been more "historical and geographical confusion" than in the scene at the Peninsula Hotel last night, when a gaily dressed crowd made a merry success of the third annual carnival of the local Society for the Prevention of Cruelty to Animals.

More than 300 people flocked to the sixth floor, where the Rose Room and the roof garden were given over to the dancers. Supper was served in the Rose Room, with bridge tables in adjacent rooms, while the orchestra was stationed in the roof garden for the couples who preferred fox-trots to grand waltzes.

The scene in the roof garden made a historical pageant that stood out as one of the gayest of the Colony's fancy dress carnivals this season. Fancy costume was optional, yet the greater proportion of the merry-makers chose to come arrayed in some gaily coloured or grotesque garb. There were "representatives" of every nation, class, creed, profession, trade and station in the whirling crowd.

Elaborateness and originality were the keynote: the usual harlequin and columbine were conspicuous by the paucity of their numbers and there seemed to be a trend in favour of pirates, brigands and other such romantic rogues, with a fairly large representation of South American cauchos, gondoliers, and so forth. The evergreen torchbearer was also not overlooked.

Pirates, probably from Penzance, sought favours from flaxen haired milk-maids, Miss Hook of Holland danced a nimble fox-trot with a white eyed Kniffr, and a gay caballero rubbed shoulders with a Quaker maid; yet no one seemed to mind. Historically, the years were in chaos, as they are at costume carnivals. A perfumed gentleman who may have been Monsieur Beaucaire or Beau Brummel or both, found little difficulty in pirouetting with a really snappy "bell hop," while a female figure that may have been Ned Kelly, or any other Australian bushranger, looked awe-inspiring, although a trifle incongruous alongside a turbaned and bearded Sikh.

Among the many prominent people present were the Director of Education, Mr. G. P. de Martin, Mr. P. P. J. Wodehouse, Sir Shouson Chow and Mr. G. W. A. Tufton. The Prizes.

Dancing comprised the whole evening's fun, and the colourful scene was at its best in the grand parade just before supper, when the judges came to their decision. Mrs. C. E. H. Beavis, Lieut.-Cmdr. Grogan and Mr. J. C. Anderson had no easy task in this respect and their final verdict was:

Best man's costume, Mr. Yeung (Mandarin); most original Lieut.-Cmdr. de Courcy Ireland ("Fliki").

Best lady's costume, Miss Watson (Corsican peasant); most original, Miss Stokes (Shock-headed Peter).

The prizes were presented by Mrs. Wodehouse during supper. Dancing was then resumed and continued to 2 a.m.

Mr. John Russell, president of the S. P. C. A. made a short speech at the supper interval on the work of the Society.

OBITUARY.

DEATH OF OLD HONGKONG RESIDENT.

We regret to have to record the death of an old and well-known resident of Hongkong, in the person of Mr. R. H. Hamson, who passed away in the early hours of this morning from cerebral haemorrhage, at the age of 60 years.

As Chief Engineer of the s.s. Kwong Sai, and a resident of over 30 years standing, the deceased had a large number of friends in shipping and other circles. He was an Australian by birth, but made his home in Hongkong. His wife predeceased him, but he leaves two sons, Messrs. A. B. and E. B. Hamson, and a daughter, Mrs. H. L. Fox, who are all in the Colony, and to them much sympathy will be extended. Both sons are well-known sportsmen, appearing in activities of the Craigen-gower Cricket Club.

The funeral is to take place this afternoon, passing the Monument at 5 o'clock.

MOTOR BOAT SINKS IN THE HARBOUR.

THREE EUROPEANS-RESCUED BY POLICE.

Following a collision with the No. 6 Police Launch a naval motor boat, the *Francis*, with three Europeans aboard, understood to be Messrs. J. Mackintosh, T. Seddon and H. Ringshaw, foundered yesterday evening shortly after seven near the Star ferry wharf, Hongkong. The Police launch is believed to have been on its way to Kowloon and was some seventy yards from the ferry wharf at the time.

The motor boat apparently made an attempt to overtake the launch, and turned over when it collided with the bigger vessel. The men on the Police launch succeeded in rescuing the three European passengers and three Chinese sailors. All articles in the motor boat were lost.

VICTORIA DIOCESE.

ANNUAL GENERAL MEETING NEXT FRIDAY.

The Annual General Meeting of the Victoria Diocesan and Missionary Association will be held at the Cathedral Hall on Friday, March 20, at 5.15 p.m.

The agenda for the meeting is as follows:

Opening Prayer, presentation of statement accounts for 1930 for adoption, Adoption of annual report, election of officers; and election of group representatives to Executive Committee.

Consider Proposals: That the Constitution be altered so as to allow membership fee of \$2 to be raised at the discretion of the Committee; and that membership fee as from 1932 be \$5.

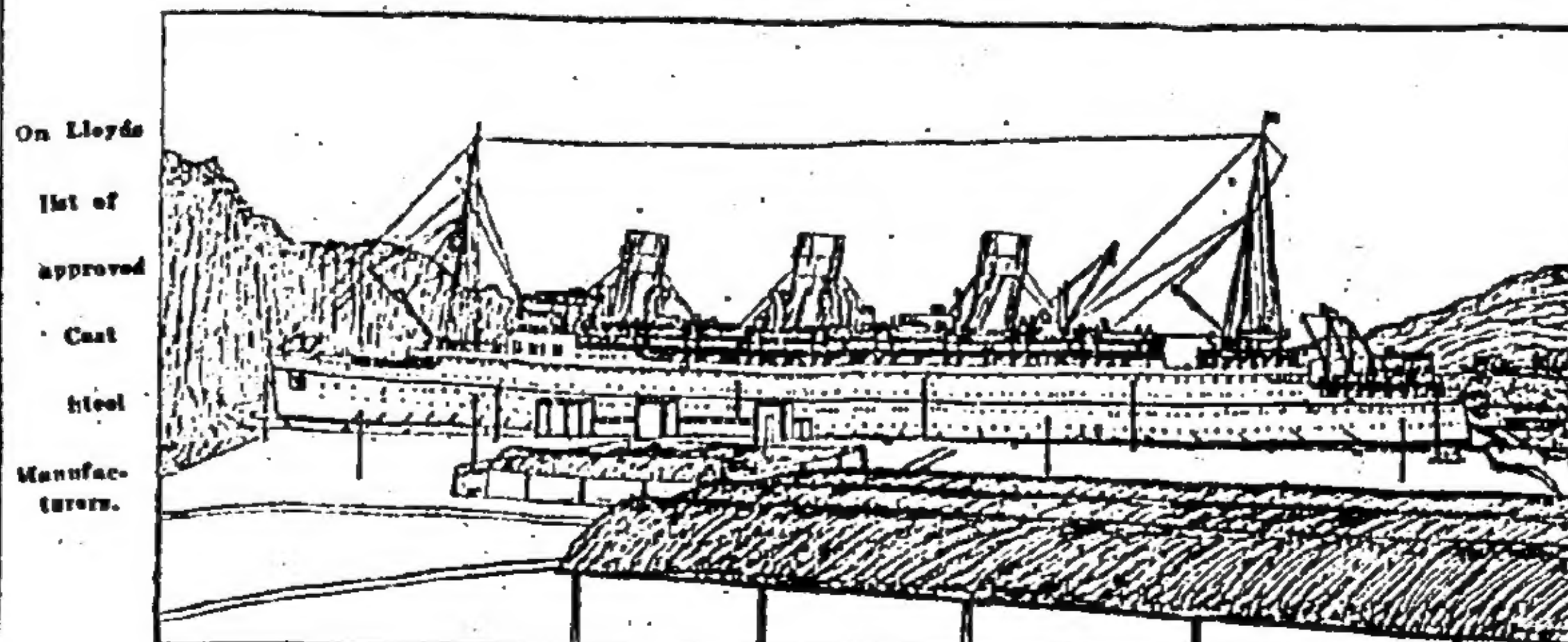
Any other business. Chairman's remarks, and address by Miss E. G. George on "Thirty Years of Women's Work in the Diocese."

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RAWALPINDI	16,615	28th Mar.	Marseilles & London
*MIRZAPORE	6,715	1st Apr.	Straits, Colombo & B'bay
*KARMALA	9,128	11th Apr.	M'les, L'don, Hull, Rotterdam & Antwerp
RAJPUTANA	16,586	25th Apr.	Marseilles & London
*SOUDAN	—	2nd May	M'les, L'don, Hull, Rotterdam & Antwerp
*KALYAN	9,144	9th May	M'les, L'don, Hull, Rotterdam & Antwerp
COMORIN	15,132	23rd May	Bombay, M'les & L'don
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SANTHA	7,754	2nd Apr.	S'pore, Penang & Calcutta
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ST ALB. NS	4,501	1st Apr.	Manila, Rabaul, Nellore
NELLORE	6,853	1st May	Brisbane, Sydney and Melbourne
T.N.	6,956	30th May	

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SAILINGS TO SHANGHAI & JAPAN

SOUDAN	5,334	19th Mar.	S'hai, Moji, Kobe & Yokohama
KIDDERPORE	5,334	25th Mar.	Moji & Kobe
TALMA	10,000	27th Mar.	Amoy, Moji, Kobe & Osaka
RAJPUTANA	16,586	27th Mar.	S'hai, Kobe & Yokohama
NELLORE	6,853	6th Apr.	S'hai, Moji, Kobe, Osaka & Yokohama
TAKADA	6,949	10th Apr.	Amoy, S'hai, Moji, Kobe & Osaka
KALYAN	9,144	10th Apr.	S'hai, Moji, Kobe & Yokohama
SINDHANA	7,745	22nd Apr.	Amoy, Moji, Kobe & Osaka
COMORIN	15,132	24th Apr.	S'hai, Kobe & Yokohama
TILAWA	10,006	6th May	Amoy, Moji, Kobe & Osaka
KASHMIR	8,985	8th May	S'hai, Moji, Kobe & Yokohama
R. NPURA	16,601	22nd May	S'hai, Kobe & Yokohama
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TAIPING	In Port	March 20th	March 24th	April 1st
CHANGTE	April 1st	April 1st	April 1st	April 1st

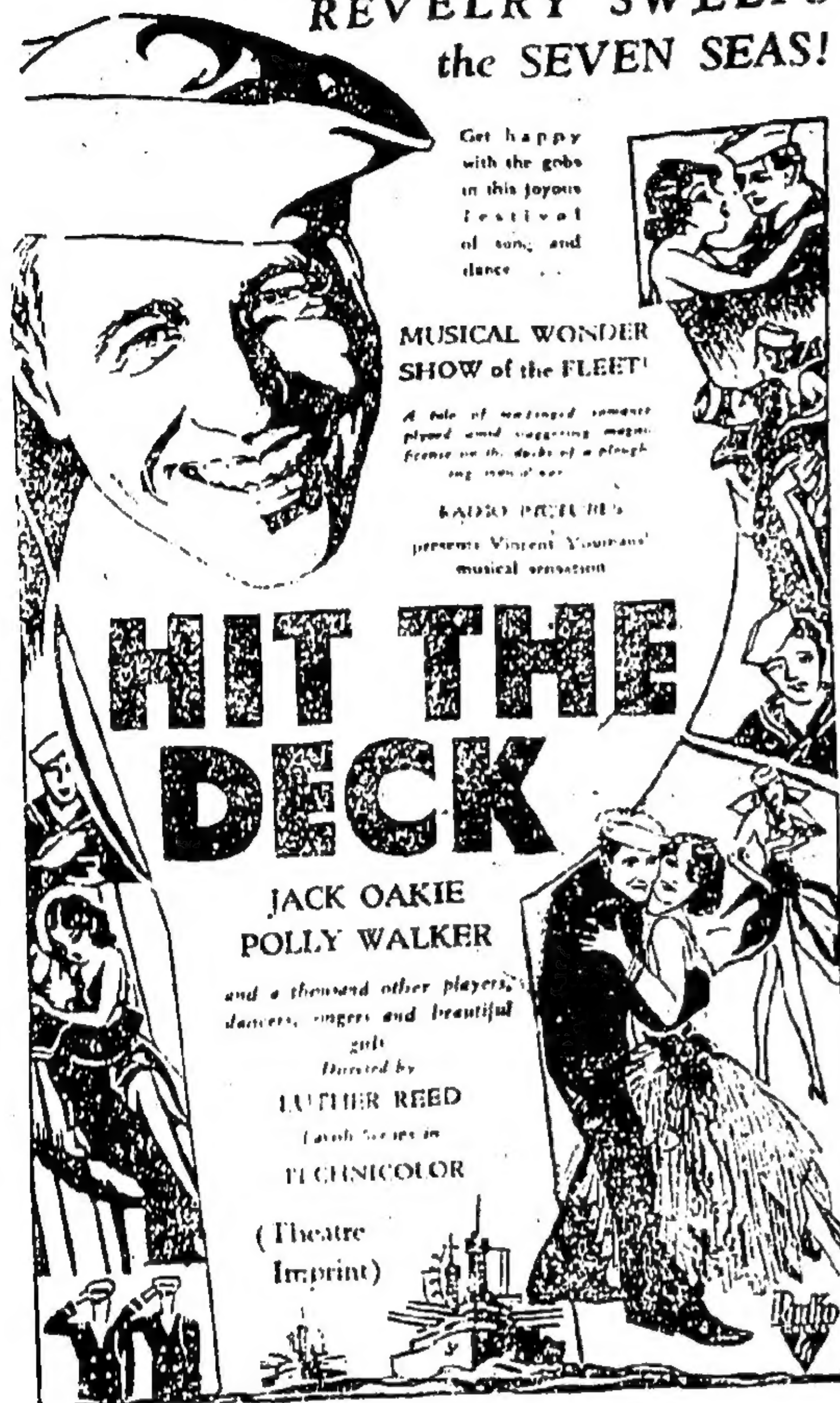
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LARCENY LAW TO BE AMENDED.

NEW BANKRUPTCY ORDINANCE BEING DRAFTED.

NECESSARY CHANGE.

The Government Gazette contains the draft of an Ordinance to amend further the law relating to Larceny.

It is explained that Section 82 (5) (a), (b) and (c) of the Bankruptcy Ordinance, 1891, Ordinance No. 7 of 1891, create three offences, which were adopted from the Debtors Act, 1869, 32 and 33 Vict. c. 62, s. 13. Though these provisions appear in the Bankruptcy Ordinance, the offences, unlike many other offences referred to in the Bankruptcy Ordinance, can be committed by persons who have neither been adjudicated bankrupt nor had a receiving order made against them.

A new Bankruptcy Ordinance, based on the English Bankruptcy Acts of 1914 and 1926, is in course of preparation, and the offences referred to in that Ordinance will be confined to persons against whom bankruptcy proceedings are taken. It is therefore necessary to provide elsewhere for the commission of the offences.

This is done accordingly by the repeal of the misplaced paragraphs and by the insertion of a new section in the Larceny Ordinance 1905.

Paragraph (d) in the new section is derived from section 6 of the Bankruptcy (Amendment) Act, 1926; but is not limited, as that section is, to the case of persons who have been adjudged bankrupt or in respect of whose estates receiving orders have been made.

FRENCH BUDGET ADOPTED.

REMARKABLE MAJORITY FOR GOVERNMENT.

Paris, Mar. 13. The Chamber, by 460 votes to 120, adopted the Budget as a whole, after the Government had been defeated by 325 to 245 votes on an amendment to the Budget for improving the conditions of promotion of school teachers, costing 200,000,000 francs, but the Premier did not make it a question of confidence.—*Reuter*.

Aerial Co's. Position.

Paris, Mar. 13. A combined attack on the Government in connexion with its Bill for reorganisation of the Aero-Postale Company (which conducts air services to West Africa and South America and has been in difficulties owing to the suspension of a group of banks connected with it) has failed. A Socialist amendment amounting to a vote of non-confidence in the Government was rejected by the Chamber by 330 to 215 votes at the end of an all-night sitting.

The attack centred in the position of M. Flaudin, the Minister of Finance, who had replied to the criticism of the Aero-Postale Company or had had dealings with one of the suspended banks which financed the air line.—*Reuter*.

GERMAN EX-GENERALS REPROVED.

THREAT FROM REICHSWEHR CHIEF.

Berlin, Feb. 15. A circular letter from the Commander-in-Chief of the Reichswehr to all officers, active and retired, of General's rank, has come to light through the indiscretion of the *Fascist Deutsche Zeitung*. The Commander-in-Chief, General von Hammerstein, points out that a number of retired generals have criticised the Reichswehr and Reichswehr Ministry in print on the basis of rumours and allegations which could have been disposed of by reference to the Ministry itself.

Such action, he writes, naturally causes the public to accuse the generals in question of disloyalty and supports the assertion that highly-placed officers only wait the moment of leaving the Service to turn against the Republic. General von Hammerstein insists that it is the duty of high officers in such matters, even when retired, and goes so far as to threaten that he will have to deprive retired generals offending in this matter of the right to wear the uniform in order to make clear that they do not speak on behalf of the Reichswehr.

This letter is fiercely criticised by the *Deutsche Zeitung* as a gag for public-spirited men, but is welcomed by all Republican papers.

NO FLOGGING OF BANISHEES.

DEPORTATION LAW CHANGES.

IMPORTANT CHANGES IN ORDINANCE.

DRAFT BILL ISSUED.

Extensive amendments of the law relating to deportation are contained in the draft of an Ordinance, shortly to be introduced in the Legislative Council, which appears in the current issue of the *Government Gazette*. There are various changes made in procedure, while the flogging of returned banishees is to be abolished, as this punishment is not considered suitable.

The object of the Ordinance is to amend the principal Ordinance (No. 25 of 1917) by reverting to the arrangements adopted in the case of the previous principal Ordinance (No. 9 of 1912), under which the provisions relating to deportation orders against British subjects were dealt with in a section separate from that which dealt with the deportation of aliens and to introduce special safeguards in the case of British deportations. The Ordinance also amends the procedure in certain details as the result of experience acquired in practice.

Illegality Removed.

Section 2 of the Ordinance repeals sections 3 and 4 of the principal Ordinance and substitutes new sections 3, 3A, 4, 4A, 4B and 4C. Of these the new section 3 (1) (a) authorises the issue of summary orders against alien banishees from other parts of the Empire.

Sections 8, 9, 10 and 12 (3) of the principal Ordinance prohibited the residence here of banishees from the Straits Settlements, and Malay States and Borneo, and dealt with the penalties to be imposed if they were found here. For some years it has been found impracticable to impose these penalties. It is moreover illegal to limit the exclusion of alien deportees to those deported only from the places named. It seems desirable therefore to abolish altogether the automatic exclusion and to make provision for the issue of local summary orders if and whenever it is considered desirable to get rid of the alien deportees from other parts of the Empire.

Detention Provisions.

The new section 3A extends the time authorised by the Detention Warrant to fourteen days.

The new section 3B (1) authorises detention where necessary in cases where the summary procedure is adopted. The new section 3B (2) is derived from the old section 4 (9) and authorises the further detention of persons already in custody for periods of seven days at a time where such detention is necessary to complete the inquiry or proceedings. The period of four days hitherto authorised has been found insufficient.

Judge to Report.

Sub-sections (2) and (3) of the new section 4 insist on long procedure in the presence of a judge in chambers and a report from the judge as to whether or not the allegations are in his opinion well founded in the case of the deportation of British subjects.

The new section 4C authorises courts and magistrates to recommend aliens for banishment.

Police Custody.

Section 8 of this Ordinance amends the condition on the recognizance of bail so as to provide for surrender into police custody instead of surrender at the House of Detention. It also amends the method of completing the period which is to elapse before a deportee must leave the Colony.

Section 10 of the Ordinance repeals a sub-section of section 85 of the Magistrates Ordinance, 1890, which authorised the flogging of returned banishees, as this punishment is not considered suitable.

FISHING JUNK WRECKED.

FIVE SURVIVORS IN HONGKONG.

A report of a fishing junk having been wrecked in a squall on Thursday off Tung Wan was brought to the Colony by the crew, comprising three men and two women, who were rescued by another fishing junk. One of them is in hospital suffering from after-effects. The junk, after sinking in six fathoms of water, was raised with the assistance of the passing junk.

RAID BY RUSSIAN TROOPS.

LIVESTOCK SEIZED ON THE MONGOLIAN BORDER.

MUKDEN PERPLEXED.

Mukden, Mar. 13. Quite a sensation was caused early this week by the unexpected and rather mysterious arrival of 3,000 Russian soldiers along the Inner and Outer Mongolian frontier, where they seized much livestock.

The Manchurian Government is perplexed over this sudden movement by the Soviet authorities but refuses to comment on the situation pending an official enquiry. It is believed to be part of a Soviet plot to occupy Chinese territories in Outer Mongolia.

Chinese shipping companies conferred here yesterday and decided to take concerted action in presenting a strong protest to General Moh Teh-hui, Chinese plenipotentiary attending the Moscow Conference, demanding that the Soviet authorities return from all vessels commandeered recently. Chinese companies recently.

It will be recalled that many vessels were seized by Soviet military during the 1930 Soviet-Manchurian clash. The shipping owners suggest that General Moh should submit a protest at the Conference.

General Moh is returning to Russia to continue with the discussion on the settlement of the C.E.R. dispute, leaving Harbin on Saturday next week.

RAN THROUGH £250,000.

ENGLISHMAN DIES IN POVERTY.

Paris, Feb. 15. In connexion with the death at a Ruyon hotel of the former English airman, Mr. Godfrey Herbert Mundy, caused by an overdose of a narcotic it is reported that the hotel bill had been handed to Mr. Mundy the day before his death occurred, but was not paid.

It is presumed that he had come to the end of the fortune left to him by his grandfather.

A person who saw him shortly before his death said Mr. Mundy had been much depressed because he could not marry the woman he loved.

Five years ago, at the age of 21, Mr. Mundy inherited a fortune of £250,000 from his grandfather, and two years later he appeared in the Bankruptcy Court.

He would have been buried in a pauper's grave but for the intervention of his father, who informed the authorities that the expenses of the funeral would be paid. Mr. Mundy spent £50,000 on presents for actresses, and gave parties in London, Paris, Berlin, Vienna and Monte Carlo.

In less than two years his money had gone and he moved from his Mayfair flat to a bed-sittingroom in Piccadilly.

Major Mundy arranged to allow his son sufficient money to live, but the young man would not touch the allowance.

For a little while he was a builder's labourer in Brittany. Nothing more was heard of him until a former servant of Major Mundy, who lives at Ruyon, telegraphed the news of the tragedy.

TAJMAHAL SILK STORE.

NEW PREMISES OPENING ON MONDAY.

Another event of interest to the ladies of Hongkong is the opening of the new premises taken by the Tajmahal Silk Store, in the King's Theatre Building, which is announced for Monday.

It is not much more than a year that this firm opened a small store in China Building, moving a few weeks later to larger premises in Wyndham Street. The growth of the business soon found these premises insufficiently large, while the location was not quite suitable. The new site was therefore chosen, and Hongkong provided with another up-to-date silk store.

'IM AND ME.

'Im and me, we seems to be Fair content so long as we Are left alone, just 'im and me.

'Im and me, we spends our days Climbing tracks and lonely ways, Just 'im and me's enough, we says.

Me and 'im ain't in the swim Of social life, not me and 'im; Boreas as stiff, both me and 'im.

We don't like Parson, me and 'im; He says as dogs, not even 'im; Can't go to 'even, same as 'im.

Well, we don't care, not 'im and me; We'll go to hell, so long as we Can be together, 'im and me.

If God is what He's s'posed to be, He won't part us, 'im and me; He'll understand both 'im and me.

So we ain't worried, me and 'im; We knows for certain, me and 'im; He'd never waste a dog like Tim. W.H.M.

AMUSEMENTS OF HONGKONG.

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